

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No 4821

晚九初月三年一十三緒光

THURSDAY, APRIL 13, 1905.

四拜禮

號三十月四英曆

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.
CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP " 18,000,000
CAPITAL UNCALLED " 6,000,000
RESERVE FUND " 9,720,000

Head Office: YOKOHAMA.

Branches and Agencies:
TOKIO. LONDON.
NAGASAKI. NEW YORK.
LYONS. HONOLULU.
SAN FRANCISCO. SHANGHAI.
BOMBAY. HANKOW.
TIENSIN. LIAOYANG.
PEKING. DALNY.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARSONS' BANK, LD.
THE UNION OF LONDON AND
SMITHS BANK, LD.

HONGKONG BRANCH: INTEREST ALLOWED.
On Current Account at the rate of 2 per cent
per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent

TAKED TAKAMICHI,
Manager.
Hongkong, 29th March, 1905. [20]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUND:—
Sterling Reserve \$10,000,000
Silver Reserve \$8,000,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:

H. B. TOMKINS, Esq., Chairman.
H. A. W. SHADE, Esq., Deputy Chairman.
E. Goetz, Esq.
Hon. W. J. Gresson.
A. Haupt, Esq.
G. H. Medhurst, Esq.
A. J. Raymond, Esq.

CHIEF MANAGER:—

Hongkong: J. R. M. SMITH.
Shanghai: H. E. R. HUNTER.

LONDON BANKERS: LONDON AND COUNTY
BANKING CORPORATION, LIMITED.

HONGKONG: INTEREST ALLOWED.
On Current Account at the rate of 2 per cent
per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2 1/2 per cent per Annum.
For 6 months, 3 1/2 per cent per Annum.
For 12 months, 4 1/2 per cent per Annum.

J. R. M. SMITH,
Chief Manager.
Hongkong, 27th March, 1905. [22]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 3 1/2 PER
CENT per annum.

Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 PER CENT per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.
Hongkong, 1st May, 1905. [23]

THE DEUTSCH ASIATISCHE BANK.

AUTHORIZED CAPITAL Sh. Taels 7,500,000

HEAD OFFICE: SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:—

Berlin. Calcutta. Hankow.
Tientsin. Tsingtau. Tsinanfu.

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS,
UNION OF LONDON AND SMITHS BANK, LTD.
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.
DEPOSITS received on terms which may be
learned on application. Every description of
Banking and Exchange business transacted.

M. HOMANN,
Manager.
Hongkong, 1st April, 1905. [25]

Insurance.

NORTH GERMAN FIRE INSURANCE
COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above
Company are prepared to accept First
Class FOREIGN and CHINESE RISKS at
CURRENT RATES.

SIEMSEN & Co.,
Hongkong, 28th March, 1905. [52]

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES
IN CHINA, THE PHILIPPINE ISLANDS AND
THE REPUBLIC OF PANAMA.

CAPITAL AND SURPLUS
AUTHORIZED GOLD \$10,000,000
CAPITAL PAID UP GOLD \$ 3,947,200
RESERVE FUND GOLD \$ 3,947,200

HEAD OFFICE:
NEW YORK.

LONDON OFFICE:

THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:

NATIONAL PROVINCIAL BANK OF

ENGLAND, LIMITED,

UNION OF LONDON AND SMITH'S BANK, LTD.

BRITISH LINEN COMPANY BANK.

BRANCHES AND AGENTS ALL OVER THE
WORLD.

THE Corporation transacts every Description
of Banking and Exchange Business,
receives Money in Current Account and ac-
cepts Fixed Deposits at Rates which may be
ascertained on application.

CHARLES R. SCOTT,
Manager.
20, Des Vaux Road,
Hongkong, 18th February, 1905. [21]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE
OF THE 12TH NOVEMBER, 1896

Shanghai Taels.

SUBSCRIBED CAPITAL 5,000,000

PAID-UP CAPITAL 2,500,000

HEAD OFFICE: SHANGHAI.

Branches and Agencies:

CANTON. PENANG.

CHEFOO. SINGAPORE.

HANKOW. TIENSIN.

PEKING.

THE Bank purchases and receives for collec-
tion Bills of Exchange drawn on the above
places, and Sells Drafts and Telegraphic Trans-
fers Payable at its Branches and Agencies.

HONGKONG BRANCH.

Advances made on approved securities.

Bills discounted.

INTEREST ALLOWED ON DEPOSITS.

per Annum Fixed Deposits for 3 months.

4 1/2 " " " " " "

5 " " " " " "

E. W. RUTTER,
Manager.
Hongkong, 6th January, 1905. [19]

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE: LONDON.

CAPITAL PAID-UP £100,000

RESERVE LIABILITY OF SHARE

HOLDERS £100,000

RESERVE FUND £100,000

INTEREST ALLOWED ON CURRENT
ACCOUNT at the Rate of 2 per cent per
annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 1/2 per cent

" " " " " "

" " " " " "

T. P. COCHRANE,
Manager.
Hongkong, 19th May, 1904. [24]

ALL SUFFERERS FROM

NERVOUSNESS AND GENERAL

DEBILITY

SHOULD TRY OUR

NERVINE PILLS.

THEY stimulate and brace up the system
and act also as a First-class Tonic.

IN BOTTLES \$1.50.

THE PHARMACY,

56, QUEEN'S ROAD CENTRAL,

Hongkong.

Hongkong, 28th March, 1905. [43]

Mails.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS.	TO SAIL ON	REMARKS.
YOKOHAMA VIA SHANGHAI, MOJI and KOBE. (Passing through the Inland Sea).	POONA C. R. Longden, R.N.R.	About 15th April	Freight only.
SHANGHAI	CHUSAN H. W. Kenrick, R.N.R.	About 21st April	Freight and Passage.
LONDON, &c.	SIMLA F. R. Summers	April 22nd, Noon	See Special Advertisements.
LONDON and ANTWERP VIA SINGAPORE, PENANG, CEYLON, PORT SAID and MARSEILLES	CEYLON C. F. Lockstone, R.N.R.	About 26th April	Freight and Passage.

For Further Particulars, apply to

L. S. LEWIS, Acting Superintendent.

Hongkong, 12th April, 1905. [2]

Intimations.

LANE, CRAWFORD & CO.

PIANO DEPARTMENT.

L. C. & CO. SOLE AGENTS IN HONGKONG FOR:—

BRINSMEAD, STEINWAY, BROADWOOD,
COLLARD & COLLARD, CHALLEN,
DORNER, &c.

ALL Instruments imported by us are SPECIALLY SELECTED and made for this climate.
—the CASES are constructed of SOLID SEASONED WOOD, and the internal mechanism
is made from the best materials only.

We have the longest experience in The Piano Trade of any dealers in the East, and are
satisfied that Pianos made at home are infinitely superior to any constructed by makers in the
East.

TUNING and REPAIRING attended to by experienced European Assistants.
LARGE STOCKS OF MUSIC AND MUSICAL INSTRUMENTS.

LANE, CRAWFORD & Co.

Hongkong, April 10th, 1905. [34]

KÜPPER'S

PILSENER BEER.

The best PILSENER in the East; ask for Küpper,
and see that you get it.

GALBECK, MACGREGOR & CO.,
SOLE AGENTS.

15, QUEEN'S ROAD CENTRAL,
Hongkong, 1st April, 1905. [17]

E. C. WILKS & Co.,

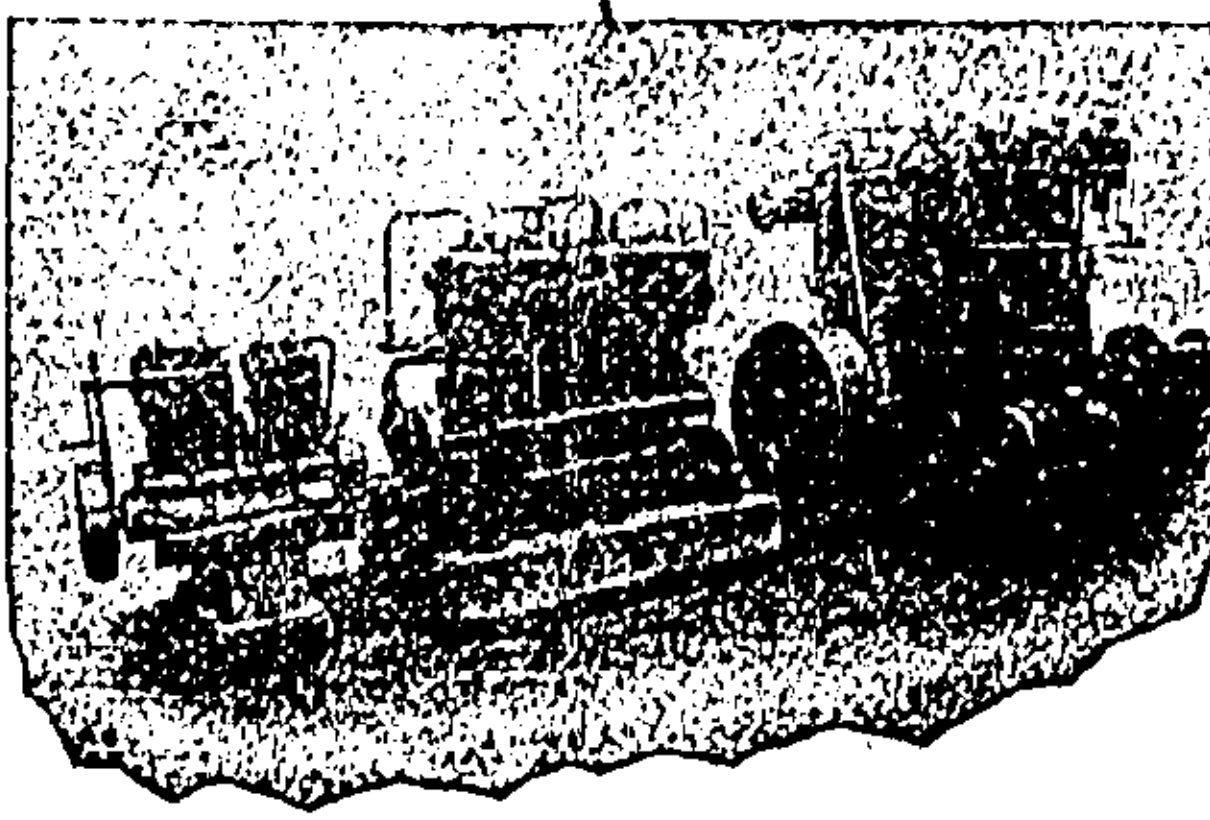
CONSULTING MARINE & ELECTRICAL
ENGINEERS, SURVEYORS, ETC.

SHIPS DESIGNED, CONSTRUCTED AND SUPERVISED.

AGENTS FOR THORNYCROFT'S MOTORS AND MOTOR LAUNCHES,
RACING AND CRUISING.

OUR MOTORS

For Reliability, Workmanship,
Durability, Lightness.
Estimates cheerfully given.



OUR PROPELLERS

Are fitted to the Principal Racing Launches in Europe.
Designed and Finished for Highest Efficiency.

Agencies:—GENERAL ELECTRIC Co.

W. H. ALLEN & SON'S, ENGINEERS, BEDFORD.

H. W. JOHN'S CANADIAN ASBESTOS GOODS.

Cable Address: "MARINERWORK," Hongkong.

Telephone No. 358.

12, Beaconsfield Arcade, Hongkong.

Hongkong, 11th February, 1905. [301]

Intimations.

Bovril supplies to the body the
nourishment it requires, and makes
good the muscle, tissue and energy
spent during the hurry and worry of
the day's work. The very embodi-
ment of strength and sustenance in
a digestible form is Bovril.



57]



YEBISU BEER.

Per Case of 8 Dozen Pints - - - \$15.50.

Sole Agents,

H. PRICE & CO.,

12, QUEEN'S ROAD.

Hongkong, 14th March, 1905. [36]

JOHN DEWAR SONS & Co., PERTH

WHISKY,

Extra Special \$16.00 per case 12/1

White Label \$24.00 " " 12/1

KRUSE & Co.
SOLE AGENTS.

CONNAUGHT HOUSE,
Hongkong, 1st July, 1904. [39]

This space is reserved for

LONG, HING & Co.,

PHOTO GOODS DEALERS,

17, QUEEN'S ROAD.

Hongkong, 18th August, 1904. [45]

A CHEE & Co.,

祥利廣

ESTABLISHED 1859.

FURNITURE

COMPLETE STOCK OF

HOUSEHOLD REQUISITES, &c., &c.

TELEPHONE 256.

Hongkong, 30th March, 1905. [41]

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

A. F. DAVIES,
Acting Manager.

Hongkong, 7th February, 1905. [25]

MACAO AND CANTON HOTELS.

A LITTLE CHANGE.

The round trip from HONGKONG to MACAO, thence
to CANTON and back to HONGKONG, will be
found interesting and enjoyable.

WM. FARMER, Proprietor.

JAPAN

COALS.

THE MITSUI BUSSAN KAISHA (MITSUI & Co.)

HEAD OFFICE: 1, SURUGA-CHO, TOKYO.
LONDON BRANCH: 34, LIME STREET, E.C.
HONGKONG BRANCH: PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy,
Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama,
Yokosuka, Nagoya, Osaka, Kobe, Maidzuru, Kure, Shimonoeki, Moji, Wakamatsu,
Karatsu, Nagasaki, Kuchinotsu, Sasebo, Miike, Hakodate, Taipei, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the State
Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and
Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and
SOLE AGENTS for Fujinotani, Hokoku, Hondo, Ichimura, Kanada, Mameda, Mannoura,
Onoura, Otsuji, Sasahara, Tsubakuro, Yoshinotani, Yoshio, Yuzokibara and other Coals.
S. MINAMI, Manager, Hongkong.

Intimation.

**WM. POWELL,
LIMITED.**

**GENTLEMEN'S
DEPARTMENT,**

28, Queen's Road,
(OPPOSITE THE CLOCK TOWER)

**SHIRTS!
SHIRTS!
SHIRTS!**

Our New Stock of
Spring & Summer Shirts
has just arrived.

**ELEGANT
PATTERNS IN
LIGHT-WEIGHT**

**ZEPHYR,
CELLULAR,
SILK & WOOL,
&c., &c., &c.**

**NECKWEAR!
NECKWEAR!
NECKWEAR!**
NEW & EXCLUSIVE
DESIGNS.

**UNDERWEAR!
UNDERWEAR!
UNDERWEAR!**

A fine Selection of
INDIA GAUZE,
BALBRIGGAN,
LISLE THREAD,
SILK AND
SILK AND WOOL
UNDERWEAR
especially suitable for
this climate.

**HALF-HOSE!
HALF-HOSE!
HALF-HOSE!**

GOOD QUALITY,
SMART PATTERNS,
MEDIUM AND
LIGHT-WEIGHTS.

MODERATE PRICES.

INSPECTION INVITED.

Wm. POWELL, Ltd.
HONGKONG.

Hongkong, 11th April, 1905.

Intimations.

CONFIDENCE

said Lord Chatham, "is a plant of slow growth." People believe in things that they see, and in a broad sense they are right. What is sometimes called blind faith is not faith at all. There must be reason and fact to form a foundation for trust. In regard to a medicine or remedy, for example, people ask, "Has it cured others? Have cases like mine been relieved by it? Is it in harmony with the truths of modern science, and has it a record above suspicion? If so, it is worthy of confidence; and if I am ever attacked by any of the maladies for which it is commended I shall resort to it in full belief in its power to help me." On these lines

WAMPOL'S PREPARATION

has won its high reputation among medical men, and the people of all civilized countries. They trust it for the same reason that they trust in the familiar laws of nature or in the action of common things. This effective remedy is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. It quickly eradicates the poisonous, disease-breeding acids and other toxic matters from the system; regulates and promotes the normal action of the organs, gives vigorous appetite and digestion, and is infallible in Prostration—following Fevers, Anemia, Scrofula, Influenza, Wasting Diseases, Throat and Lung Troubles, &c. Dr. W. A. Young, of Canada, says: "Your tasteless preparation of cod liver oil has given me uniformly satisfactory results; my patients having been of all ages." It is a product of the skill and science of to-day and is successful after the old style modes of treatment have been applied to in vain. To try it is to trust to it forever after. It cannot disappoint you and is effective from the first dose. Sold by chemists everywhere.

THE HONGKONG, CANTON AND
MACAO STEAMBOAT COMPANY,
LIMITED.

CHEAP EXCURSIONS TO MACAO!
COMMENCING ON SUNDAY, the 16th
April, and until further notice, the
S.S. "HONAM"

will (weather permitting) make a special trip
EVERY SUNDAY TO MACAO AND BACK.
Hours of Departure: from Hongkong 9 A.M.
Macao 7 P.M.

Return fares:—First Class \$4.00. Second
Class \$2.00. Children under 12 half-price.
Tickets may be obtained at the Office of the
Company, or on board the Steamer. No CHITS
will be accepted, and Servants' Passages must
be paid for.

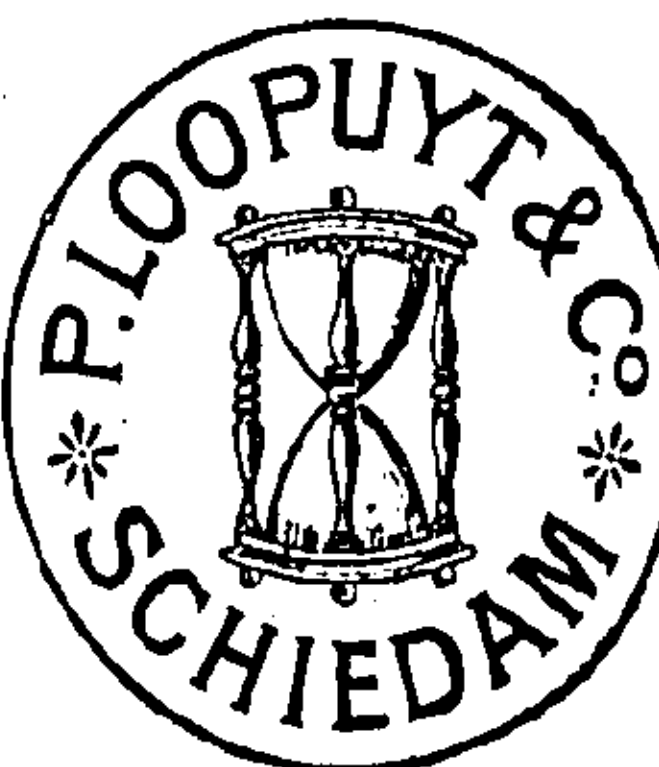
T. ARNOLD,
Secretary.

Hongkong, 12th April, 1905.

THE TRADE MARKS ORDINANCE,
1898.

APPLICATION FOR REGISTRATION OF
TRADE MARKS.

NOTICE is hereby given that MR. PIETER
LOOPUYT, trading as P. LOOPUYT &
Co., of No. 4, Lange Nieuwstraat, Schiedam,
Holland, has on the 14th day of September,
1904, applied for the Registration in Hong-
kong, in the Register of Trade Marks of the
following Trade Mark:—



in the name of PIETER LOOPUYT, who
claims to be the sole Proprietor thereof.
The Trade Mark has been used by the Ap-
plicant in respect of Gin, in Class 43.

Dated the 10th day of March, 1905.
WILKINSON & GRIST,
Solicitors for the Applicant.

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are
prepared, during suspension of their
Trans-Pacific Service and until further notice,
to BOOK CARGO AND ISSUE BILLS OF LADING
TO SEATTLE, WASH., VICTORIA, B.C., and
PACIFIC COAST PORTS, also to OVER-
LAND POINTS in the UNITED STATES
and CANADA in connection with the GREAT
NORTHERN RAILWAY FROM SEAT-
TLE, as hitherto, by the Steamers of the
NORTHERN PACIFIC S. S. Co., BOSTON
STEAMSHIP and TOWBOAT Cos., OCEAN
S. S. Co. and CHINA MUTUAL S. N. Co.
For further Particulars, apply at the Com-
pany's Local Branch Office in PRINCE'S
BUILDINGS, First Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 27th March, 1905.

JUST LANDED.

NO Toilet Requisites are complete without
these Soaps:—
PLANTOL FLORAL AND NATURAL
BOUQUET SOAPS.

Guaranteed made from Fruits and Flowers
and to contain no animal fat. They are soothing
and refreshing to the delicate skins.

ALSO

CARNAVAL (A LA ROSE) AND
STARLIGHT SOAPS.
pure, economical, agreeable and highly per-
fumed and a perfect toilet and nursery Soap.

Now on Show.

H. RUTTONJEE,
5, D'Aguiar Street, Hongkong.
37 & 38, Elgin Street, Kowloon.

Hongkong, 8th April, 1905.

SIDELIGHTS ON RUSSIA.

(BY OCTAVIUS G. DEALE.)

MANUFACTURER VERSUS GRAND DUKE.

One of the richest industrials of Russia is the multi-millionaire Morosoff, of Moscow, so says "Der Vorwärts," who in his factories in that city alone, employs more than 35,000 work people. One day M. Morosoff deemed it his duty to do something for the fighting soldiers in the Far East, and ordered for them 25,000 fur coats as a gift. Morosoff is, however, a Russian; and as such knows full well that not all gifts for the warriors reach Eastern Asia, but often, indeed, never get beyond the people who are west of the Urals. Therefore, in order to be sure of his steps, he entrusted his gift to the special care and protection of a member of the Imperial house, and already in imagination delighted himself over the joyous faces of his fighting countrymen when they would get the handsome furs; which, of course, represented quite a stately little fortune. But a short time elapsed, however, before Morosoff was informed that fur coats of the same pattern as those he had contributed, were being offered for sale in amazingly large numbers in the second-hand market of Moscow, and upon the heels of this news like information poured in from other great cities of Holy Russia. At first Morosoff is incredulous; were not the furs in the special care and custody of the Grand Duke? Yet he probes the matter to the bottom, and unearths the astounding fact that the furs which had been prepared to his order are actually those which have found their way to the second-hand shops. The affair is too Russian even for him; he goes to his Imperial Highness the Grand Duke, and indignantly imparts to him the shameful truth, firmly convinced that he will thus awake like feelings in the prince. But to his great amazement he is dismissed in very unamiable fashion, "I'm sorry about the fine furs," thinks M. Morosoff; but that's not the end of the story. M. Treppoff, Chief of Police in Moscow, sends an hour later for the great industrial and after few words places him under arrest. "At your service, sir," replies Morosoff, "but may I ask permission to telephone to my business manager some directions for the time of my absence?" Even a Russian chief of police has, of course, nothing against that. "So Morosoff steps to the telephone, and calls to his manager, 'I order all my factories to be immediately closed, and the whole of the work people to be discharged. Should the latter desire to know the reason of their sudden dismissal, M. Treppoff will willingly inform them.' So Morosoff spoke, and turned to the chief with the words: "I stand at your disposition."

"Oh, not at all, not at all," replies the police official, in quite a different tone, "my remark was not so seriously meant. But, of course, you understand that when his Imperial Highness—" "I quite comprehend," retorted Morosoff, "a Russian jest, nothing more." Which said, he took his leave.

A fresh illustration of the dread which reigns amongst Russian police of the giant called proletariat.

LONG-FINGERED OFFICIALS.

Far, far away is the theatre of war from St. Petersburg, and strict is the censorship upon all that might slip through from thence to the outer world, especially concerning the shady side of the Russian war administration. Shameful stories are published of the selfish extravagance and licentious lives of the upper "nobility" at the seat of war. And where Russian honour is being fought for, Russian dishonour is rampant. One reads of the many patriotic funds, of the many millions of roubles that the Russian people have trustfully devoted to the succour of their countrymen at the front, and suddenly, says the St. Petersburg correspondent of the "Berliner Tageblatt," a letter surprises us which was written by a soldier to a colonel who had remained behind. A passage runs:—"You have heard of the many funds spent for the soldiers. Where these funds and gifts are is not very clear to me, for we soldiers have as yet received only two cigarettes each out of these funds." The public reads such notices, and its confidence is gone. What use to subscribe when the general conviction is that the money flows into the pockets of long-fingered officials, who know how to turn the blood and tears of the people into roubles and diamonds, which are later seen ornamenting cocottes and music-hall singers?

The "Novoe Vremya" prints a letter from a battery commander, who writes as follows from the seat of war:—"To fight against the various rascalities is almost impossible. It is as if one were surrounded by a host of rogues and high-waymen on a country road, who would not hesitate to close one's mouth for ever if one attempted to make a noise. I have hitherto only served in great cities, such as St. Petersburg and Odessa, but now horror lames my tongue. Where have I alighted? What has happened to me? I can no longer call it thievery, but must name it a limited company. Whoever refuses to be a partner is expelled. Write about this! Raise an alarm! Place it on the public pillory!" But what can the unfortunate Russian press do, inasmuch as its mouth is gagged? It can print that kind of letter, but actually to brand the long-fingered it dare not. Moreover, it is not so easy. It is well known that at the head of such institutions as the commissariat and the Red Cross Society are highly respectable personages, about whose honour there can be no doubt. And they are not personally blamable, even when the responsibility falls upon them. The guilty parties are hard to find for the whole system of robbery and embezzlement rests, to use the words of the colonel of artillery, upon a sort of limited company that is hard to trace. These misdeeds, of which only a feeble echo reaches the west, may be illustrated by two striking rogues. These are taken from the "Novoe Vremya," the one in Novgorod, the other in Wilna. Both relate to the same subject.

"Horses were to be sent to the army in the East. For days together the poor animals remained, starving in wind and weather, shivering and freezing in the open, whilst the officials who had them in charge sold in the very place itself the oats and hay intended for the horses, and squandered the money upon loose women. The horses tore in their hunger the wooden beams to which they were fastened. Thirty of them died on the spot, and the rest were sent in a sick condition to the rail for transport—Cau it be wondered at that so many horses perish in the long journey, or are completely useless when they arrive?"

Another example is given in relation to the warm boots for the army. The peasants offered to supply the Government at cost price with felt boots made out of sheep's wool. They were even willing to present them to the Government, which offer was declined, or to deliver them at the price of the wool alone. Such boots will last for two years, and probably the requisite number would have been immediately supplied. But that did not suit the book of the officials of the commissariat. The "Russky Viedomosty" publishes the following news from Kineshma:—

"In this district the preparation of bad felt boots has been carried on for some time, for, instead of being made of sheep's wool, they are made of horse and cow hair, mixed with paste. If struck against hard objects they break at once into pieces. The makers of these boots themselves admit that such articles in Russia last from two to three weeks, in Manchuria hardly as many days. The cost is 25 per pair. This trash has attracted the attention of the army contractors. Travellers have arrived here who are purchasing the articles in quantity for the army."

Another illustration is given by a well-known leading cloth manufacturer, who relates the following:—One day a colonel came to him to hand him an order for the delivery of 5,000,000 Russian ells of cloth. The manufacturer is willing to accept, and, asking for the exact conditions, is told that he must pay 300,000 roubles (say £50,000) to the General-in-Command, 50,000 roubles to the Colonel himself. Upon which the goods will be accepted without test. That is to say, the bribe being paid, any rubbish can be delivered. The manufacturer declined the order, and said openly to the Colonel that for the money he could only deliver cloth which would last a few days. The reputation of his firm was, however, worth too much to do such dirty business. The Colonel left. The order was given to another factory, and the army was once more plundered of about £55,000 sterling.—*Ex.*

POISONED HER MOTHER.

ROSINA HUBBARD CONFESSES AFTER BEING
ACQUITTED.

Melbourne.—A startling development has occurred in connection with the Richmond poisoning case. Rosina Hubbard, who was recently tried and acquitted on a charge of having poisoned her mother, has now confessed to the crime.

It will be remembered that the victim, Mrs. Robins, lived at Richmond with her husband, and the accused. Robins was her third husband, and the girl Hubbard, who is a dwarf, was her daughter by a previous husband. Some months ago, Mr. and Mrs. Robins were driving in a buggy in Elizabeth-street, when an accident occurred, and Mrs. Robins was thrown upon her head. She was treated at home, but became worse, and poison having been found in the house, her medical attendant sent her to the Melbourne Hospital, where she died. Subsequent examinations showed conclusively that she had been slowly and systematically poisoned, and that her death was due to mercurial poisoning.

Suspicion rested upon her daughter Rosina, who was tried and acquitted by the jury. It was felt that the matter should not rest here, and at the meeting of the meeting of the Cabinet on Monday last, it was decided to ask the Chief Secretary to appoint Detective McManamey to make further inquiries. That officer immediately turned his attention to the girl, Rosina. After the trial she had gone to live in a house at Kensington, where her stepfather and her baby were. In conversation with the detective, she admitted the crime, and said that her stepfather was the father of the child. Her mother was aware of what had taken place, and for that reason she was jealous of her mother. She was very fond of her stepfather, and while her mother was at the hospital they shared the same room. Detective McManamey gave her 24 hours to consider whether she should make a statutory declaration. At 3 p.m. on Wednesday, Rosina Hubbard, in company with Mrs. Smith, with whom she is staying, and her stepfather, Robins, attended at the court, and the detective took her before Mr. Byrne, secretary to the Law Department, and she made the following declaration:—

"I, Rosie Hubbard, of Percy-street, Kensington, single woman, solemnly and sincerely declare that I remember making a statement to Detective Burkett in Melbourne Gaol, accusing Robins of murdering my mother. That is absolutely untrue. My reason for making that statement was to save myself from being convicted for the murder of my mother. I now admit giving my mother quicksilver and arsenic at intervals, as she often knocked me about and was jealous of me, as she said my stepfather and I carried on with one another. I am sorry for what I did to my mother, but she annoyed me and called me such terrible names. I was determined to do it to her. I am making this statement to clear innocent people."

In his report Detective McManamey points out that it may be said that, knowing no harm could come to her, she having been acquitted, the woman has made this declaration to clear Robins. Although a few points remain to be cleared up, they cannot affect the result as far as any further prosecution is concerned. Her declaration goes to prove that the guilty person has escaped justice, and no matter at whose suggestion she made the statement no charge can be prepared. The report reached the Premier to-day, and will come before the Cabinet on Monday.

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.	
London—Bank T.T.	1/10 3/16
Do. demand	1/10 1/2
Do. 4 months' sight	1/10 1/2
France—Bank T.T.	2/32
America—Bank T.T.	45
Germany—Bank T.T.	1/80
India T.T.	1/38 1/2
Do. demand	1/38 1/2
Shanghai—Bank T.T.	72
Japan—Bank T.T.	90 1/2
Java—Bank T.T.	111 1/2

Buying.

4 months' sight L/C	1/10 1/2
5 months' sight L/C	1/10 1/2
10 days' sight San Francisco & New York	45 1/2
1 months' sight do.	46 1/2
10 days' sight Sydney and Melbourne	1/10 1/2
1 months' sight France	2/36
4 months' sight do.	2/37 1/2
4 months' sight Germany	1/93 1/2
Bar Silver	26 1/2
Bank of England rate	2 1/2

OPIMUM QUOTATIONS.

To-day's quotations are as follows:—	
	Per picul
Malwa New	60 1/2
Old	61 1/2
Older	62 1/2
Oldest	63 1/2
Patna New	61 1/2
Patna New	61 1/2
Patna (Paper)	61 1/2

Auction.

PUBLIC AUCTION.

THE Undersigned have received instructions from NEWMAN MUMFORD, Esq., to sell by

PUBLIC AUCTION,

TO-MORROW,
the 14th April, 1905, at 2 P.M., within his residence, Stokes Bungalow East, The Peak,

THE WHOLE OF HIS
HOUSEHOLD FURNITURE,

Comprising:—
TEAKWOOD EXTENSION DINING TABLE and CHAIRS, TEAKWOOD HAT-STANDS with GLASS, SINGLE IRON BEDSTEPS with WIRE and HAIR MATTRESSES, TEAKWOOD WARDROBE with GLASS, TAPESTRY COVERED DRAWING ROOM SUITE, PICTURES, MARBLE TOP WASHSTANDS, COOKING STOVE and UTENSILS, &c., &c., &c.

One COTTAGE PIANO, by Chapell & Co., London, (in Good Order and Condition). Catalogues will be issued.

TERMS.—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 13th April, 1905.

Notice of Firm.

NOTICE.

THE Business of a SOLICITOR, PROCTOR and NOTARY PUBLIC heretofore carried on by me at Nos. 39, 41 and 43, Des Vœux Road, under the name of GEO. K. HALL BRUTON, will as from this date be carried on under the name of BRUTON, HETT AND GOLDRING.

GEO. K. HALL BRUTON.

Hongkong, 10th April, 1905.

Intimations.

HONGKONG CLUB

NOTICE.

THE NINETEENTH YEARLY GENERAL MEETING of the MEMBERS of the HONGKONG CLUB will be held in the Club House, on THURSDAY, the 20th April, 1905, at 5 P.M.

By Order, C. H. GRACE,
Secretary.

Hongkong, 12th April, 1905.

S. MOUTRIE & CO., LD.,

PIANO AND ORGAN

MANUFACTURERS.

14, QUEEN'S ROAD, FIRST FLOOR.

HAVE just received a shipment of second hand Pianos from \$200 upwards, and a written guarantee for a test period of TWO Years given for each instrument.

A large consignment of records at the low figure at \$1.80 each, 5% on wholesale orders. The largest and most varied Stock of Music in China. Inspection solicited. Our workmen are experienced men.

WE DEFY COMPETITION.

INSPECTION INVITED.

Hongkong, 14th March, 1905.

THE WISE MAN

BUYS A "SINGER"; IT'S TRUE

ECONOMY.

5 YEARS' GUARANTEE; FREE INSTRUCTION; EASY PAYMENTS.

It's something you need.

SHOW-ROOMS:—1, WYNDHAM STREET.

Hongkong, 25th March, 1905.

A FOOK & Co.,

12, Pottinger Street, Central.

GENERAL STOREKEEPERS, SHIP CHANDLERS

AND COMPRODORES, COAL MERCHANTS

AND STEVEDORES OF SIXTY YEARS STANDING.

ALL kinds of Provisions, Coal, Water and Ballast supply from alongside at the shortest notice and with all possible dispatch.

Moderate terms.

Orders solicited.

Hongkong, 23rd February, 1905.

Intimations.

WANTED.

AN EXPERT TYPEWRITER. Good Salary to a Quick Worker.
JOHNSON, STOKES AND MASTER.
Hongkong, 31st March, 1905.

EMPLOYE de commerce, Agé de 29 ans, de nationalité Suisse, ayant déjà occupé d'importantes fonctions dans des maisons, connaissant à fond de comptabilité en partie double, parlant couramment le Français, l'Allemand, le Hollandais, l'Italien et l'Anglais, désirerait une situation dans l'une des villes de la côte de Chine.

Tres bonnes références.—Appointments: de 5 à 6,000 dollars par an. Ecrire aux initiales L. V. au journal "l'Opinion" de Saigon.
Saigon, le 2 Mars, 1905.



THIS DWARF RAZOR has superseded the old fashioned clumsy Razor and by its use Shaving becomes a pleasure. It is manufactured in Sheffield, England, from a special amalgam of steel which makes imitation impossible, and in consequence it enjoys the largest sale of any Razor in the World. Thousands of Testimonials testify that the little "MAB" is the finest shaving implement ever produced.

Will be mailed to any address on receipt of the price (\$2), post free.

To be obtained from THE MUTUAL STORES, WATKINS, LIMITED, and all first-class stores in the Colony.

Sole Agents for Far East, HOWARD & Co., 29, Des Vœux Road, Central, Hongkong. Agents wanted in every port.

For particulars and terms, apply to—
HOWARD & Co.

Hongkong, 24th November, 1904.

ESPECIAL OLD TOM GIN.

Marshall and Elvy's

DOUBLY DISTILLED

AND OF

MATURED AGE.

TO BE OBTAINED FROM—

THE MUTUAL STORES,

Des Vœux Road.

Hongkong, 11th May, 1904.

THE WINE GROWERS

SUPPLY CO.



BARRETTO & Co.,
General Agents, Hongkong.

GUINNESS'S STOUT.

"THE CELEBRATED PIG BRAND STOUT"

is the Finest Bottling of Guinness's Stout.

"THE CELEBRATED PIG BRAND STOUT"

is the very Finest Stout brewed by Messrs. A. Guinness, Son & Co., Dublin.

"THE CELEBRATED PIG BRAND STOUT"

is not medicated nor chemicalized.

"THE CELEBRATED PIG BRAND STOUT"

Consumers wishing to drink perfectly pure Stout of the very finest quality should drink Pig Brand Stout.

"THE CELEBRATED PIG BRAND STOUT"

Pig Brand Stout is better bottled, better packed, and has stronger packages than its rivals.

"THE CELEBRATED PIG BRAND STOUT"

"THE CELEBRATED PIG BRAND STOUT"

Pig Brand Stout gently assists digestion.

"THE CELEBRATED PIG BRAND STOUT"

Pig Brand Stout is a food as well as a drink.

"THE CELEBRATED PIG BRAND STOUT"

Pig Brand Stout may be recommended by medical men to their most delicate patients.

"THE CELEBRATED PIG BRAND STOUT"

Pig Brand Stout has been celebrated for thirty years in the leading Colonial and Foreign

Intimations.



A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D.
1841.

WINE AND SPIRIT
MERCHANTS.

ALEXANDRA BUILDINGS.

WATSON'S
CELEBRATED

E

BLEND

A WHISKY

OF

GREAT AGE
MATURE,
MELLOW

AND

FINE FLAVOUR.

A Blend of the Finest Pure Malt
Whiskies Distilled in Scotland.

ALEXANDRA BUILDINGS.

A. S. WATSON & Co.,
LIMITED,

Hongkong, 1st April, 1905.

CLUB No. 1

WHISKY.

\$18.00 PER DOZ.

BUT WORTH DOUBLE

THIS MONEY.

THIS BRAND IS KNOWN

BY ITS QUALITY

AND A

GOLD TRIANGLE

ON THE LABEL.

GREGOR & Co.,

WINE MERCHANTS

34, QUEEN'S ROAD CENTRAL, 1ST FLOOR.
Hongkong, 13th April, 1905.

NOTICE

All communications intended for publication in "The HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

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The rates per quarter and per annum, proportional.

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The postage on the weekly issue to any part of the world is 80 cents per quarter.

Single Copies, Daily, ten cents; Weekly, twenty-five cents.

The value of wireless telegraphy for signalling and commercial purposes has been recognised for a considerable time now, but it is only lately that the matter has assumed importance in this part of the world.

In a recent issue we were enabled through the energy of our naval correspondent to state that the Admiralty authorities had decided to erect a wireless telegraphic station at Cape d'Aguiar, so that warships at Mins Bay should be in constant communication with Hongkong.

That exclusive information opens out a vast field for speculation.

In China several wireless telegraphic stations have already been erected, and the facts achieved by the *Times* representative during the early part of the bombardment of Port Arthur in transmitting news across distances varying between 75 and 150 miles, according to the state of the weather, show the possibilities of the latest medium of communication.

When even the Chinese Government commission an Italian lieutenant to bring out the Marconi apparatus for four men-of-war and for three land stations, it must be evident that the thorough practicability of the system is completely established.

But what we are concerned with, is the interest which Hongkong, and particularly the shipping interests of the Colony, must have in the local installation at Cape d'Aguiar.

At present there is no means of signalling the arrival of vessels from the east until they have passed through the Lyeem-moon Pass, and then they are almost at anchor.

From the west, vessels are signalled from the Gap Rock, which gives three hours' warning of their approach, sufficient for business men to make arrangements to deal with the vessel on her arrival.

Now that it is proposed to establish a wireless telegraphic station at Cape d'Aguiar, we would suggest that the present inconvenience of being unable to learn of a vessel's approach from the north or east might be done away with once for all.

It is true the station at Cape d'Aguiar is being erected by the Admiralty officials for their own purposes, but it is hardly likely it will always be engaged in transmitting official messages from Mins Bay to the headquarters in Hongkong.

In the intervals, it should be possible for the station to act the part of advance agent, announcing in the city the sighting of any particular vessel long before it appears at the western entrance to the harbour.

In the case of mail-boats particularly, the convenience of such an arrangement cannot be over-estimated.

Most of the Atlantic mail-boats have wireless telegraphic installations and there is not the slightest doubt that if wireless telegraphic stations started up on the regular route, the Pacific mail-boats would also adopt the system.

It must be frequently galling to a merchant to learn that a vessel from the north or from America has arrived with mails for Hongkong, half an hour after he has left his office.

But under existing conditions that, no doubt, occasionally happens.

If the Admiralty consented to become intermediaries in heralding the coming of vessels, they would be conferring a boon on the commercial community.

In fact, they would be fulfilling in a way the prime reason of their existence—the protection of British interests, which in this case means the interests of Hongkong, and the advance of commerce by sea.

But it all remains with the Admiralty whether this will be done or not.

As a rule the officials of the Admiralty in Hongkong have proved, in the past, exceedingly willing to grant any request which had for its ultimate object the furtherance of shipping or commercial interests.

With the establishment of a wireless telegraphic station at Cape d'Aguiar they will be in a position to increase the obligations due to them by the commercial community, without disturbing their own arrangements in any way.

It only remains for a deputation of representative business men to approach the chief of the Admiralty in Hongkong in order to gain the desired end.

LOCAL AND GENERAL

THE English Mail of the 11th March was delivered in London on the 8th inst.

MR. G. N. Orme, who has relieved Mr. J. H. Kemp, as second Magistrate at the Police Court, was sworn in yesterday and took his seat in the small Court this morning, when he disposed of a number of petty cases.

KING Edward's claim in the Klondike has been jumped. It was presented to His Majesty a year ago by the owner, a man named Sparling, but though it was properly transferred the gift was never acknowledged and no assessment work was ever done, so that the title lapsed. The adjoining gold mines are very rich.

IN a larceny case, before Mr. Hazeland this morning, a very old Chinaman, who was a witness, wearing a white moustache, carried instead of the usual fan, an ivory comb, and with this he continued incessantly to comb his moustache, in which he appeared to take great pride, and showed great indignation when warned to stop, while in the witness box.

A STRONG muster of farmers recently turned up at the Ministry of Finance, Bangkok, when the auction of the Huey Lottery Farm for the Siamese fiscal year 124 (April 1905-06) took place. This year the farm realized Ticals 2,401,600, and the highest bid for the next year was Ticals 3,072,000; from the same syndicate who held the Farm last year.

ACCORDING to advices which have reached a prominent quarter in London from Tokio, the Japanese Finance Ministry intends, in conjunction with the authorities of the Imperial Bank of Japan, to establish a bank in Manchuria, with branches in China and Korea. The scheme is regarded at Tokio as both well advised and opportune, as the Russo-Chinese Bank has had, as a consequence of the war, to close up practically all its business, and the remaining facilities are of the most uncertain description.

WE have to acknowledge the receipt of No. 18 of that bright little Service paper *The Badger*, published in the interests of the U.S. squadron on board of the battleship *Wisconsin*. It contains an article on the change in the command of the Asiatic Fleet, quite a number of capital service notes, and an amusing account of a ride in a Hongkong tramcar, besides many other contributions of equal interest. This is the first number of *The Badger* that we have had the pleasure of scanning, and we shall certainly look forward with pleasure to future issues of the newsy little sheet.

LIKE other professions, says the *Globe*, piracy has moved with the times. Seven jovial buccaneers have just looted a steam launch travelling from Hongkong to Shanghai. But they did not swoop down from the offing in a low, rakish-looking craft. They booked a passage at Hongkong, and went aboard like ordinary folk, asking the steward if it was likely to be rough that day. Half-way across they extracted revolvers from a jar of vegetables, and invited the other passengers to hand over a few valuables. We like this quiet, gentlemanly way of doing things. Awful slaughter amidsthips is out of date.

AT 12.30 p.m. to-day the tram-car traffic was stopped considerably more than an hour, through a car becoming derailed when nearing the Central Market from the east. It jolted over a stone and went off the rails, the passengers at once alighting; some of them endeavouring to push the car back into position. They were unsuccessful, and the car remained where she slipped until a gang of coolies arrived on the scene from the Company's office, word of the accident having been immediately sent on to the traffic department. It is believed that this was again the work of some irresponsible urchin, who no doubt was somewhere near by, chuckling to himself at the result of his "bit of fun." It is to be hoped, since these affairs are becoming so frequent, the miscreants when caught will be most severely dealt with. While there is no danger to life in these accidents there is to property, and moreover, the delay caused to busy men whose business requires their travelling to the extremes of the city, is annoying in the extreme.

THE last of the series of these most popular dances, held under the auspices of the Masonic Quadrille Club, took place last night. Hitherto, the dances have been held in the Masonic Hall, but the Quadrille Club abandoned that locality for its last function, and held it in the City Hall. The hall had been very tastefully decorated with potted palms, and evergreens, besides being draped with bunting, while the floor put into excellent condition under the superintendence of Mr. J. Vanstone. The duties of Masters of Ceremonies were assumed and most satisfactorily carried out by Messrs. J. Sibbett and Mr. McLeod, while Mr. H. Wolfe, President of the Club, was most energetic in his efforts to make the guests feel quite at home, a duty in which he was ably seconded by Mr. W. Higby, Hon. Secretary of the Club. A capital and very varied programme of dance music had been arranged, and this was perfectly carried out by the Club's musicians, Sergeant Jenkins, R.E., and Corporal Roberts, R.E., who have done such yeoman service at all the six dances of this series. Notwithstanding the very unpleasant state of the weather there was scarcely an invitation unresponded to, so that there were about one hundred and twenty couples on the floor at one time. The refreshments and supper arrangements were in the hands of Messrs. Morgan and Engleton. Altogether it was a most enjoyable dance, and all concerned are to be heartily congratulated. The Club proposes to wind up its season this year with another smoking concert to be held, probably in the City Hall, at an early date.

TWO Chinamen were placed before Mr. Hazeland at the Magistracy, this morning, charged with being in unlawful possession of, the first six, and the second three, gramophone records reasonably suspected of being stolen property. The second defendant said the third gave them to him, and the third said he brought them from Canton. The case was remanded until to-morrow morning, the defendant being allowed bail in the sum of \$500 each.

A CORRESPONDENT at home has excellent authority for stating that, in view of the dispute now pending between the Peninsular and Oriental and the Orient Companies and Australian Commonwealth Government with regard to the mail contracts, the Imperial Government has referred the whole matter to the Board of Trade for settlement. There is talk, therefore, of an early conference between representatives of the companies and of the Commonwealth, with a specially agreed upon arbitrator, but nothing is likely to be agreed upon until advices, which are expected, have arrived from Australia.

APPOINTED triennially, the Chinese Ministers at the Legation in Portland Place, although eligible for reappointment, seldom remain much longer than this brief period. With the next two months, says a home correspondent, Ta Jen Chang, the present Ambassador, will return to China, after the arrival of his successor in office, Ta Jen Tang, who will bring with him a great reputation as administrator and diplomat, and other changes of diplomatic significance are likely to take place at the same time in the staff of the Embassy. Since the Legation—the first in Europe—was established, mainly through the reforming influence of the late Li Hung Chang, in 1876, the Chinese Ambassadors, chief of whom was the distinguished Marquis Tseng, have once by one taken back from England impressions which have helped to promote the expansion of Anglo-Chinese commerce. The correspondent is informed by a special authority on Chinese affairs that, whereas thirty years ago Chinese statesmen could hardly be persuaded to come to Europe as Ambassadors, and the first volunteer had his house burned about him for his intrepidity, at the present time competition for the appointment of Minister to England is keen in the Chinese Diplomatic Service.

BANKRUPTCY MATTERS.

Several small Chinese cases came before the Chief Justice, sitting in bankruptcy jurisdiction at the Supreme Court, this morning, in one of which, Wei Leung Shek, Mr. C. E. H. Beavis appeared for the debtor, who petitioned for a receiving order. Mr. Beavis pointed out that, according to debtor's declaration his assets consisted of furniture, valued at \$300, jewellery to about the same value, and about \$1,000 in cash, in addition to a claim against the firm of Holliday, Wise & Co. for the amount of money deposited with them as security during the time the debtor was connected with that firm as a comrade. His unsecured debts were \$13,000.—The usual order was made, Mr. G. H. Wakeman being appointed trustee.

PUBLIC EXAMINATIONS.

In the matter of the Wai Yuen Company, lately trading as ship chandlers, at 114, Des Voeux Road, Central, Mr. Dixon stated that at the first general meeting of creditors held at the Official Receiver's Office yesterday afternoon, it was resolved to adjudge the debtor bankrupt.—The public examination of two members of the firm were then proceeded with and a receiving order was subsequently made.—Following this the Court proceeded with the public examination of Li Lai, of No. 126, Connaught Road, Central, trader, and made a similar order.

A DEAL IN GLASS.

The sum of \$904.05 was claimed as damages under a contract for the sale of glass, by Messrs. A. Ross & Co., who, this morning, sued the Man Hing Loong, before the Paines Judge (Mr. T. Sercombe Smith) to recover the amount. The plaintiffs were represented by Mr. H. Hursthouse (Messrs. Dennys and Bowley) and Mrs. F. X. D'Almada e Castro appeared for Sun Chuen Leung, who had been served as a partner; otherwise the defendants were not represented.—At the outset Mr. Hursthouse explained that the only question was whether the man served was a partner or not. There was no doubt about it that the person who entered into the contract on behalf of the defendant firm was the man served with the writ. Subsequently Sun Chuen Leung advertised his retirement from the firm, but later asked for time before taking delivery of the glass under the contract.—Evidence was heard, and the case is proceeding.

"THE MATCH OF THE SEASON."

A grand Charity Costume Football match in aid of the Sailors and Soldiers Married Families Association will be played (weather permitting) between Geo. Burnett's Prehistoric XVIII, and the Royal Engineers Football Club, on the Hongkong Club ground, Happy Valley, on Saturday, 15th inst. Kick-off at 3 o'clock sharp. A collection in aid of the above association will be made on the ground. After the match a massive silver shield will be presented to the winning team. The undermentioned will represent the respective teams:—
THE PREHISTORICS.—G. Burnett, B. Joy, W. Adolph, J. Rodaway, F. Stephens, W. Marshall, J. Kinneer, A. Fornachon, J. Cahill, S. Murray, W. Graber, L. Brown, E. Morris, D. Meldrum, J. Davis, F. Mahon, S. Clark, and R. Tennant.
ROYAL ENGINEERS.—W. Bradford, W. Henwood, F. Hampson, J. Holbrook, D. Mann, F. Smith, C. Spiers, W. Le Grove, G. Heatley, A. Griffith, and D. Bell.
Referee.—Cpl. W. Green R. E.
Stretcher Bearers.—W. Lawson and J. Holden.

NAVAL NOTES.

The British cruiser *Hogue* has returned from Weihaiwei.

The *Centurion* went out for practice in Mins Bay yesterday.

THE CRUISER "SULLY."

It will be news of some satisfaction to the shareholders in the Hongkong and Whampoa Dock Co. to learn that this company is also taking a prominent part in the salving of the French cruiser *Sully*. The company's technical and operative staff have been hard at work, both at the design and structure of the pontoon for that vessel during Sunday and continuously since then. It is also to the credit of Mr. Gaston Liebert, the French Consul in the Colony, that the proposal to construct the pontoon is attributed. As already mentioned in our columns, the carrying out of this particular portion of the work has been entrusted to the Dock Co., and will, we understand, be supervised by the Chief-Engineer of the Saigon Dockyard in conjunction with Mr. W. C. Jack, both of whom were expected here to-day.

SHIPPING JETSAM.

The West River s.s. *Kongnam* is now undergoing considerable repairs at the hands of the Dock Co.

The German steamer *Eria* has undergone extensive repairs to her bottom, forward, and appears almost ready for leaving the Kowloon docks and taking the water.

The Hongkong, Canton and Macao s.s. *Kinsan* having undergone the usual cleaning and painting operations came afloat from the docks this forenoon looking spic and span.

The s.s. *Sikh* has left Chefoo with a further batch of coolies for work in the South African mines. The vessel is expected in Hongkong on Sunday afternoon, and she will at once load a quantity of general cargo and will then proceed to Durban direct. Needless to add she will not take any coolies from Hongkong.

FOG ON CANTON RIVER.

Our correspondent at Canton, writing under yesterday's date, states that the traffic on the river is entirely disorganised owing to the prevalence of dense fog. Nearly all steamers are arriving many hours late, and in consequence of the non-arrival of mail matter, business with Hongkong is practically at a standstill.

The thirteen cosmopolitan members of the crew of the s.s. *Queen Eleanor*, who refused to proceed in that vessel to Japan, on the 27th ult., and were accordingly sentenced by the Hon. Captain L. A. W. Barnes-Lawrence, R.N., Marine Magistrate, to three weeks' imprisonment, having served their terms were this morning released from gaol, and escorted to various vessels in the harbour, their respective Consuls having made arrangements to send them home.

ANOTHER NEW LINE.

The Compagnie de Transports et d'Approvisionnement Economique's new 1st class steamer s.s. *Norma* of 2,300 tons was to load from February 23rd until the 10th March, at Antwerp, Dunkirk and Marseilles, and was to leave during the first fortnight of March, the various destinations being Bangkok, Saigon, Tourane and Haiphong with direct bills of lading for the neighbouring ports of Pnom-Penh, Hanoi, etc., etc. A service of steamers of much higher tonnage will follow, the ports of call being Bangkok, those of Indo-China, China and Japan.

AUCTION SALE OF STEAMERS.

There was a very large attendance at Powell and Co's Sale Room the other afternoon when the four steamers *Giang Rei*, *Zuena*, *Giang Seng*, and *Flewa*, were offered for sale. The following were the best offers:—

Lot 1	<i>Giang Rei</i>	\$175,000
Lot 2	<i>Zuena</i>	\$76,000
Lot 3	<i>Giang Seng</i>	\$127,000

These offers being below the reserve prices placed upon the vessels, they were withdrawn.

Lot 4 the *Flewa* was knocked down to Teo Teow Peng of Singapore for \$6,000.

The three vessels unsold remain in the hands of Powell and Co. who are open to receive offers for them, says the *Strait Times*.

"DAKOTA" IS COMING.

It is officially announced by the general passenger department for the Great Northern Railroad Company that the *Dakota* was to sail from New York for Hongkong on or about April 3.

The trip will be around the African continent instead of by way of Cape Horn, because it is figured by the officers of the line that the ship can reach Hongkong, at the same time the *Minnesota* is at Seattle on her next trip. The *Dakota* was to be delivered to her owners March 20, and will go through practically the same programme as was used with her sister ship prior to her Pacific trip.

The ship will take on about 15,000 tons of coal and merchandise freight at Philadelphia, Newport News and New York, and will sail as soon after April 3 as is practicable.

The time of the trip by the African route will be longer than if she sailed around Cape Horn to Puget Sound, but the owners figure that it will be possible to land her at Hongkong just as the *Minnesota* is getting into Seattle by taking the longer way and as the cargo for the *Minnesota* for her trip has already been partially engaged it is thought that this plan will prove more economical.

With the arrival of the *Dakota* at Hongkong the regular runs of the ships will be taken up, and according to their schedules they will hereafter cross each other in mid-Pacific, with the chances of coming in direct contact reduced to the minimum. The latest measurements show that the *Dakota* is eleven tons heavier than the *Minnesota*, and consequently the largest freighter sailing any sea.

BALTIC FLEET SIGHTED.

SQUADRON OF 42 VESSELS.

HEADING APPARENTLY FOR VLADIVOSTOK.

We learn, on excellent authority, that the Baltic Fleet, consisting of 42 vessels, was sighted on the morning of the 11th inst., in 8 degrees 10 minutes North latitude, 106 degrees 32 minutes East longitude. The Fleet was steaming in a north-easterly direction. The information, it may be stated, was received through the office of the Commodore at Hongkong, who received it from the commander of the *Iphigenia*.

The importance of this information, which may be implicitly accepted, is found in the fact that all the rumours about the Fleet going to Saigon are practically proved to be worthless. In the position described, the Fleet would be about 100 miles to the south of Saigon, just off the island of Condore, and the direction in which it was steaming would carry it beyond the direct track to Saigon. That being so, the Fleet should be somewhere in the neighbourhood of Hongkong at the present moment. Taking it for granted that the object of Admiral Rodjstvensky is to reach Vladivostok with his entire squadron, the natural route to adopt would take the Fleet to the eastward of Hongkong, through the Liu-kin Islands—thereby escaping the dangers of the Formosa Channel—to the Korean Straits. If the Fleet succeeded in evading the enemy there, then it would have a straight run to Vladivostok, which should be reached in a couple of days at the outside.

This information confirms the views expressed by a marine insurance manager, in Hongkong, in our columns the other day, that no attempt would be made to stop at Saigon, that every effort would be made to enter Vladivostok, where the fleet would have everything in its favour. It is a curious fact that not one of the trading vessels which have lately arrived at Hongkong from the south or from Siam, has seen the slightest sign of the Baltic Fleet. Of course, most of them had no idea that the Baltic Fleet was sojourning in these waters. Nevertheless, it might have been thought they would have had a glimpse of a Fleet extending over an area of ten miles, presumably in the track of shipping generally.

JAPANESE CRUISERS SIGHTED OFF SWATOW.

The Captain of the *Loosok*, which arrived at Hongkong to-day, states that when entering Swatow on the 10th inst. he descried two Japanese cruisers steaming at full speed in a southerly direction. He estimated the speed at fully 20 knots an hour.

As stated above, only 42 vessels of the Baltic Fleet were sighted, instead of 47 which has been given as the total strength of the squadron, including transports and colliers. What has become of the other five boats? Then again, the Fleet was seen off Pulo Condore, and an explanation of its proximity to land may easily be suggested. It is necessary for the warships to coal frequently, and probably this was one of the few occasions since leaving Madagascar that the Fleet has had the opportunity of coaling in comparative safety. It would not be desirable to coal on the high seas if there was the least land shelter to be got, and the island of Condore would be in a very happy situation for the Fleet's coaling requirements.

In all this it has to be borne in mind that the Fleet when sighted was sufficiently close to Saigon to make it a matter of no difficulty to change the route and steam for the French port. Considering the vagaries of the Fleet up to the present time, no one would be surprised to hear that it had decided at the last moment to make for Saigon, if only for a short respite before the real trial of strength comes off. But considering all things, the probability is that the Fleet will steer a course for Vladivostok, keeping clear, as far as possible, of the ubiquitous Japanese.

If the Baltic Fleet proceeds very much further north, we may very soon hear the announcement that the Osaka Shosen Kaisha have decided to withdraw their fleet of steamers trading between Hongkong, the Coast Ports and Formosa, whereupon the British companies will have matters all their own way.

SHIPPING AND MAILS.

MAILS DUE.

Australian (*Empire*) 14th inst.
French (*Tonkin*) 17th inst.
Indian (*Namsang*) 17th inst.
French (*Dumbea*) 18th inst.
American (*Mongolia*) 19th inst.

The Bucknall Line s.s. *Barots* left Shanghai for Hongkong on 12th inst., and is due here on 16th inst.

The Shell Line s.s. *Pima*, from Middlesbrough and London, left Singapore yesterday, and is expected here on 19th inst.

TELEGRAMS.

[Ruler's.]

The Baltic Fleet.

LONDON, 11th April.
BATTLESHIPS OFF SUMATRA.

A portion of the Baltic fleet, presumably with Admiral Rozhdestvensky, with most of the battleships, is at Muntok in the island of Banca, off Sumatra.

[The island of Banca is on the south-east coast of Sumatra. It has a town and strait of the same name, and Muntok is situated in this strait on the north-west of the island. Banca was possessed by the English during the war of 1812-13, but was ceded back to the Dutch in 1814.—Ed., H.K.T.]

THE PHILIPPINES NEUTRALITY.

The cruiser *Raleigh* with destroyers has been sent to Palawan to assure neutrality. Neither of the belligerents will be allowed to use the Philippines as a convenience for operations.

Franco and Great Britain.

The Paris Municipal Council have sent condolences to the King on the recent earthquake in India.

The United States.

The tea resolution has been adopted at Washington.

GERMAN MAIL LAKE.

The German mail steamer *Preussen* arrived at Hongkong to-day from the south and berthed shortly after 1 p.m., being 30 hours behind scheduled time. It is so seldom that the British or German mail boats are behind their expected time that a considerable amount of anxiety prevailed when it was learned this morning that the *Preussen* had not yet been sighted. However, shortly before noon the flags went up signifying that the vessel was on her way to the wharf. It appears that the earlier part of the journey from Singapore was made in beautiful weather, but nearing Hongkong a succession of heavy fogs was encountered and speed had to be reduced. It was only when the harbour of Hongkong was in view that the fog cleared away and the vessel was able to proceed at her usual rate of speed.

AN HISTORICAL WORK.

INFORMATION DESIRED.

A literary query of much local interest has been addressed by Dr. Hanisch, Curator of the Raffles Museum and Library, to the Editor, privately, on which we regret to say we have no information available. The matter being one of such historical interest as regards the earlier affairs of the Malay Peninsula, we, in hope that publicity may attract the attention of some one who may throw light on the subject, now print Dr. Hanisch's note:—

I have received a letter from Mr. Bousé Librarian of the Colonial Institute in which he writes as follows:—

"Whilst looking through Logan's Journal of the Indian Archipelago, I came across a note in Volume VIII, page 131, regarding John Anderson's work on 'Political and Commercial Considerations relative to the Malay Peninsula in the Straits of Malacca' published in Penang in the year 1821. The note states that a work under the above title was compiled in 1821. . . . Only a hundred copies were printed and of these a very limited number had been circulated, when, for some reason, they were recalled, and so strictly was the suppression of the work enforced that Mr. Anderson was required to give his word of honour that he had not retained a single copy. One copy however seems to have escaped notice and fell into the hands of the late Mr. Carney who . . . in 1835 reprinted it in the 'Singapore Chronicle' which he then conducted. After Mr. Carney's death this copy was sold at auction for 30 dollars, and we believe sent to England." This statement appeared in 'Logan' in 1854, so it is evident that the work was still suppressed. Do you know whether subsequent to that date, the suppressed copies found their way into circulation? We have a copy in the Library, and under the very peculiar circumstances stated on the authority of Logan I am anxious to find out all I can as to the book."

Do you happen to know anything about this affair? We have two copies in the Library, one in the Rost collection and another which we bought two years ago from M. Nijhoff, at the Hague. As there are thus at least three copies in existence, the suppression cannot have been very rigorous.

The "Anecdotal History of Singapore" by Mr. C. B. Buckley contains no reference to Mr. John Anderson, or to the suppression of his work. It is possible, considering that Singapore and Penang in those days were under Bengal, that some copies may have been sent to Calcutta, and an odd one may still survive in the Government archives or library. As political matters were touched on in the suppressed book, Siam might well have been interested, and so Bangkok might be a field of inquiry. To Macao also, and to Batavia inquiries might be directed, as the old historical associations of Portugal and Holland with the Malay Peninsula might account for copies of Mr. Anderson's book finding their way to these places. Similarly Lisbon or the Hague libraries might yield some knowledge. If any of our senior local residents have ever seen a copy of this work, or can say anything about it we are sure that Dr. Hanisch will be grateful. Possibly the transmission of marked copies of this issue to Editors of Calcutta, Java, and Macao papers might result in some of the desired information being forthcoming.—*Singapore Free Press.*

WAR SPECULATIONS.

Natural curiosity and a sort of universal sporting instinct prompt men to speculate on the unknown and thus account for the average prediction. The future, however, is relative, in importance, since what it produces must be more beneficial or disastrous to humanity in some things than in others. It is not to be wondered at, then, that in the always huge output of prophecy that which deals with war has bulked unusually big of late; the explanation, if any is needed, being that man is reasonably anxious, especially in view of the revelations that have been made in Manchuria, to divine, if he can, what is likely to happen to him individually and nationally if war should envelop him, and to use the latest experience as a guide to the future. What is surprising is that the ascertained results on which such an effort is necessarily based indicate that war is at least no more deadly than it used to be. Quite a different conclusion has been generally anticipated, and only three or four years ago, when the Boer war was progressing, many thoughtful people, regrettably distilling a soul of good out of things evil, were arguing that life-taking machinery was being perfected so fast that presently war would be rendered impossible by its sheer terrors. Yet in Manchuria "the greatest battle in history," as it has been called in view of the numbers of men engaged in it, has just been fought, a battle that employed 650,000 soldiers. It has lasted for days, and been bitterly contested; but the losses are not any greater in proportion than they were at Waterloo, where, nearly a century ago, the fighting began at about midday and was over at nightfall. It lies, in part at least, in the fact that the new implement is not always the success in practice that it seems to prove itself in theory. Thus, according to some critics, the torpedo-boat has not justified its reputation in this war, while the big battleship has. That is a matter of opinion. The torpedo-boat did the main damage in the first sensational attack on Port Arthur, and probably the presence of a fleet of these craft at Vladivostok deterred the Japanese from attacking the port. The fact is that there has been little work for the torpedo-boat to do, except very casually. Yet it is true that what has been done has only been practicable under the backing of big ships, so that the question whether the battleship is obsolete is still undecided. On the other hand, the efficacy of mines has been fully proved in this war.

Indeed, if the lessons of the Russo-Japanese war were to be made hard and fast, fighting men would acquire some principles that would worry them when they went about their trade. For this has been a war of siege and of close grips. A supposedly impregnable fortress has had to be taken by methods as old as Carthage except that modern tools were used; and in the battles the combatants have been at each other's throats as they were at Waterloo or Blenheim. Proficiency in hand-to-hand fighting, mere muscular strength or dexterity, is therefore an essential on this teaching, and the bayonet, so far from being banished, is an indispensable soldiering tool. The obvious truth is that wars are fought under various circumstances which necessitate various forms of strategy and tactics. Cause produces effect here as elsewhere, however, and one of the remarkable results of the development of arms is that the fighting line is enormously extended. At Waterloo, Lord Roberts has recently pointed out, the battle area was about three miles long, but in South Africa the front sometimes extended over twenty miles. When he wrote that four months ago Lord Roberts could not foresee that in the battle around Mafeking the front would be no less than eighty miles long but the lesson he deduces from it is even more applicable to eighty than to twenty miles, namely, that once fighting has begun control passes from the higher officers into that of company captains and section leaders, who must exercise their own intelligence in carrying out the general plan they are working under, hence the necessity for greater individual proficiency which he preaches with emphasis. The man in command formerly went into battle at the head of his troops, like Murat leading his cavalry with his cane, like Napoleon on the Italian bridge, and like Blucher, who once hauled himself on so impetuously that he got lost. Nowadays, as an American magazine writer has explained, he sits in a little office ten or fifteen miles from the firing line with a map in front of him and telephones and telegraphs his orders all over the field like a business man issuing instructions to his heads of departments. It is easily conceivable, and quite practicable, that facilities of communication may be so much further improved that in the future war will be conducted from capitals, much as chess is played by telegraph. But in the rush and scurry of the shifting scene of the physical struggle itself the men actually at the job will have to decide more and more for themselves as weapons, becoming more deadly and covering a longer range, compel them to change positions and to take safer, because further, ground; just as they must judge when the opportunity is come to get to close quarters and perhaps turn the fortunes of the day by a timely assault. Therefore, as Lord Roberts puts it, while fearless leadership and dogged courage are as essential as in the old hand-to-hand fights, individual bravery must be coupled with intelligence in the soldier; and the most recent experience has yielded no more valuable precept.

Perhaps because this war is a luridly adverse commentary on those who reasoned from individual to general during the Boer conflict and argued as though combatants were always to fight on guerrilla principles henceforth, there is a noticeable disinclination among the prophets to prophesy in detail. Lord Roberts' view is in direct opposition to the veldt-bait criticism, for he insists that there must be plenty of cavalry, for reconnaissance and screening threatening and pursuing. The closest attention must be paid, too, to service departments, so that the troops may be fed and supplied with ammunition while they are at work—a highly essential thing if

battles are to last for days as they have done in Manchuria. The American writer who has been mentioned believes that the weapon of the future will be a smaller-calibre field-piece, with longer range than is now conceivable, and throwing shrapnel. And certainly that is what would be deduced, for it is said that the Russians have often been enabled to hold the enemy in check by superiority of range with shrapnel guns. As far as that goes, range is almost the question, as the British found to their dismay in South Africa. But the guns don't speak when the men are locked in a catch-as-catch-can fight as has frequently happened in Manchuria and may happen again wherever large armies are at it. After all, though strategy is said to have undergone no material change since Hannibal's time each war largely makes the conditions under which it must be fought. For instance, great as the value of sea-power undoubtedly is, if Russia had had a good railway service on the trans-Siberian line and no internal pains to cramp her limbs, it is very questionable whether the Japanese could have made any great headway in Korea or Manchuria. On the other hand, to a sea-girt and colonial nation like Great Britain command of the sea is the first thing essential. Again, the present war demonstrates very markedly the importance of discipline and high strategy; in the Boer war what counted was individual resourcefulness, which decided little or no command or planning. If any nation should become solely possessed of some exceptionally deadly tool or missile such as the Prussians once had in the breech-loader, victory will be assured to it, but many vain notions have to be tried before a genuine one is obtained, as is shown in the failure of the machine gun to replace the rifle. Every war teaches something and inventive genius is eternally seeking to produce weapons more fatal than those of the past, again, every war is to some extent fought on new lines. But when it comes to main principles, one as old as the hills stands out before all others, namely, that the best chance of success is with the nation that is best prepared with men and munitions.—*Sydney Daily Telegraph.*

PADEREWSKI ON HIS CONTEMPORARIES.

Paderevski has given his views to an interviewer upon pianoforte teaching, and upon composers and pianists of the day. As to teaching, he states:—"The greatest defect is the lack of attention to tone, which is too often sacrificed almost entirely to manipulative dexterity. Another grave defect is the neglect of rhythm, and phrasing generally. Then, again, the ordinary pianist is often a man of narrow sympathies. The music student is not sufficiently encouraged to develop the intellectual and the poetic side of the nature. On the one hand, he should study the philosophical works of the present day, and of past ages; and on the other, he should read the best of the world's poetry. Of course, it will be a great advantage to him to know German and French, so that he may read the works of great German and French writers in the language in which they were written. Another serious defect that one often encounters in pianoforte teaching is a failure to develop the individuality of the student. Pianists are turned out by the thousands every year, just as blanc-mange is turned out of a mould." Speaking of the composers of the day, Paderevski is most impressed by Sir Edward Elgar and Dr. Richard Strauss. Paderevski is a friend of Greg, and admires him as a composer, but "does not play his music." In reply to questions concerning contemporary pianists, Paderevski said:—"The greatest of my conferees is Moritz Rosenthal. Formerly he was little more than a stupendous technician, but emotional. Eugen D'Albert was undoubtedly the genius of the pianoforte, but latterly he has taken to composition, for which he has no ability, and consequently does not keep in practice. He is a prolific writer, and a great theorist, but in composition, though not in his pianoforte playing, he lacks the 'feu sacré.' Busoni is a fine pianist of the academic order, an excellent musician, but perhaps lacking in sentiment. Sauer is also a pianist of many and varied gifts. He is now professor of the pianoforte at the Vienna Conservatorium. Josef Hofman is a great pianist, and Dohnanyi is a clever Berthoven player, and a promising composer. The greatest of women pianists is Sophie Menter, who is now teaching at St. Petersburg, and after her may be ranked Carreno, the talented wife of Eugen D'Albert."

JAN KUBELIK.

Jan Kubelik, the famous young Hungarian violinist, who is to tour Australia during the closing months of this year, was born in the little village of Mielke, near Prague, in 1880, so is now only in his 25th year. His father, a market gardener, was an enthusiastic amateur musician and a fair violinist, who, discovering his son's talent at an early age, commenced to teach him the violin soon after his sixth birthday. By dint of hard saving, a few years later he was able to send the boy to the famous Professor Sevcik, at Prague, with whom he remained for six years. Subsequently he studied diligently at Vienna and elsewhere, making wonderful advances, especially in technique. He first appeared in public on the Continent in 1898, and met with great success. This, however, was entirely eclipsed by the wonderful reception which was accorded him when he made his London debut in 1901. From the very first experts recognised his genius, and the musicians of England proclaimed him to be a marvel. The press boomed him, and the public simply flocked to hear him. All this success was repeated a little later in America and though now quite a young man, it is said that Kubelik has made a large fortune. In 1903 he married a beautiful young widow, the daughter of a Hungarian nobleman.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—

On the 13th at 12.5 p. The barometer is inclined to fall again over the China coast and the Philippines. Pressure remains highest over N. China, and gradients are slight along the coast and over the N. part of the China Sea. Moderate E. to SE. winds will probably prevail in the Formosa Channel and N. part of the China Sea.

Forecast:—Moderate E. to SE. winds; overcast, rainy.

GORKI MEANS BITTER: NAME IS KEYNOTE TO WRITINGS.

Out of the darkest depths of life, where vice and crime and misery abound, came the singer of the vagabond and the proletarian, the novelist of the Russian people, Aleksey Maksimovich Gorki, known to the whole world by his pen name, "Maxim Gorki." Gorki is the Russian word for bitter, and one can easily surmise the keynote of his writings, says the San Francisco Call.

"Gorki" was born thirty-five years ago in Nizhne-Novgorod, the capital of the province of the same name, some three hundred miles east of Moscow, at the confluence of the Oka river with the Volga. Nizhne-Novgorod is most prominent for its great annual fair, which attracts hundreds of thousands of people from all parts of Russia.

The son of a poor upholsterer, Gorki was thrown upon his own resources at the age of nine, and since then he has experienced all sorts of struggles and depravity and misery. Shoemaker, apple vendor, iron painter, dock-hand, railroad guard, baker and tramp—these are but some of the many occupations of the unique man before he began to write. During his tramping by the Volga he more than once attempted to take his own life. He recently attracted the widest attention upon being imprisoned after the St. Petersburg riots in the fortress of Petropavlovsk, but his life was not in danger.

Under the guidance of Vladimir Korolenko and Anton Chekhov Gorki began to depict the life he knew so well, and within a very short time his stories took Russia by storm. Gorki at once became the idol of the Russian youth, and the workmen as well as the peasants love him and read him—and those that cannot read themselves get their more fortunate friends to read to them his stories.

When a Nizhne-Novgorod newspaper printed some time ago a brief news item to the effect that Gorki's health was failing and that it was believed he had consumed thousands of peasants from the remotest parts of the empire, him various herbs to cure him of the white plague.

Gorki became the exponent of a new school in Russian literature and among his followers are almost all the gifted younger Russian writers, such as Andrei, Skitetz, Bunin and Chirikov. Gorki has written two novels, "Foma Gordeyer" and "The Three," and three volumes of short stories. Several revolutionary articles and poems by him were published in Germany. "The Peasant," which promised to be one of his very best stories, appeared in the Russian magazine *Zhizn*, which was later suppressed. "The Peasant" remained unfinished. During the last four years, Gorki has published three plays, but he has devoted most of his time to the revolutionary movement. Now that all eyes are centred on this remarkable young Russian, it will be particularly interesting to have the following most characteristic extra from his unfinished novel, "The Peasant," for the first time in English.

GORKI EXTRACTS.

"In provincial towns all intelligent people know one another, and when a new figure appears in their midst it brings with it a perfectly natural animation. At first everybody is glad, everybody makes much of newcomer; they sound him more or less cautiously, to see whether there is anything peculiar about him and doing this they often search him a little. Then if the man lends himself easily to a definition he is defined by a certain word and the deed is done. The new figure enters the circle of local interests and becomes one of their own, and if he will not be carried away by the local interests he will feel lonesome, and perhaps begin to drink, become a thorough drunkard—and no one will interfere with him in this."

"You are among the domestics of Russian (free thought)!" said Surkov to Shebuev one day. "Russian free thought has long laid itself as a heavy burden upon the servile minds of the Russian people. And all these present here are fettered in the shackles of free thought, they sit in the world's circles of various 'isms,' and they themselves tighten the wood stocks more closely. In the words of the slaves this is styled 'self-development,' and constitutes the usual occupation of the Russian intelligent man. I am representing here the devoted slave of the true freedom of thought."

"That's not freedom, but dark infirmity," roared Kirilov indignantly.

"When I hear you speak I always wonder!" said Halinin, smiling, "why you show yourself so extensible, renouncing everything. It is impossible to believe you have no faith within you, being so emotional. Do you know, I think that you have some enormous faith in something? But it may be that it has not yet become clear to you; that it has not yet consumed the contradictions of your soul, although you surely must have felt it already. Only in this way can I explain the passion of your contradictions and all these apparently aimless jests."

Halinin became silent.

"Well? go ahead," said Surkov, lifting his head and staring at Halinin searchingly through his eyelashes.

"That's all. I merely made this remark."

"H'm! Devil Well, thank you for this. I am returning to the beginning. Here! Aleksey Andreievich, look to this best of Russian poets—among sanitary physicians. He represents in himself an excellent illustration of my assertion that mental development is harmful to mankind. His mind is—microscopical. Excuse me. Pavel Ivanovich! I was going to say, his mind is of a microscopical arrangement. This man sees with remarkable precision all sorts of trifles which are altogether unnoticed by anybody else. And he is forever searching, examining these invisible beetles, these microbes inhabiting the soul of man. He does not go anywhere; he keeps moving about on one and the same place; he looks around on all sides; he feels the soil like a blind man, but he cannot step forward. He is blinded by his mind. This is a very widespread disease in Russia—blindness of the soul because of the sharpness of sight of the mind."

[To be continued.]

To-day's Advertisements.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

AN INTERIM BONUS of Twenty per Cent. upon contributions for the year 1904 has been declared.

WARRANTS will be issued on the 3rd May. By Order of the Board,

C. MONTAGUE EDF, Acting Secretary.
Hongkong, 13th April, 1905. [473]

PUBLIC AUCTION.

M. R. GEO. P. LAMMERT has received instructions to sell by

PUBLIC AUCTION.

ON WEDNESDAY, the 26th day of April, 1905, at 3 P.M., at his Sales Rooms.

The following VALUABLE LEASEHOLD PROPERTY, situated at Victoria, in the Colony of Hongkong, viz:—

All that PIECE or PARCEL of GROUND situate at Victoria, adjacent to registered in the Land Office as INLAND LOT No. 1666, Area 689 square feet. Term 75 years. Annual Crown Rent \$11.00 together with the message thereon, known as No. 8, Po Hing Fong.

For further particulars and conditions of sale, apply to—

JOHNSTON, STOKES & MASTER Solicitors for the Mortgagees, or to

GEO. P. LAMMERT, Auctioneer.
Hongkong, 13th April, 1905. [472]

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM ANTWERP, MIDDLESBRO', LONDON AND STRAITS.

THE Steamship

"GLENLOCH,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 20th instant will be subject to rent.

No Fire Insurance will be effected. All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival, after which no claims will be recognised.

MCGREGOR BROS. & GOW.
Hongkong, 13th April, 1905. [471]

NORDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"PREUSSEN,"

Captain Dahl, will leave for the above places, TO-MORROW (FRIDAY), the 14th instant, at Daylight.

For further Particulars, apply to

NORDDEUTSCHER LLOYD, MELCHERS & Co., Agents.

Hongkong, 13th April, 1905. [3]

NORDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PREUSSEN"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 4 P.M., TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on THURSDAY, the 20th instant, at 9.30 A.M.

All Claims must reach us before the 25th instant or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD, MELCHERS & Co., Agents.

Hongkong, 13th April, 1905. [3]

BOSTON STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "TREMONT"

FROM TACOMA, VICTORIA, YOKOHAMA, KOBE AND MOJI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LIMITED, Agents.

Hongkong, 13th April, 1905. [8]

To-day's Advertisements.

THEATRE ROYAL, CITY HALL.

HONGKONG AMATEUR DRAMATIC CLUB.

"ONE SUMMER'S DAY."

A Comedy in 3 Acts by H. V. ESMOND, An Extra Performance of

"ONE SUMMER'S DAY"

will take place on

SATURDAY, 15th April, 1905.

Prices \$3, \$2 and \$1.

Sailors and Soldiers in uniform half-price to Pit Stalls and P.T.
Booking Office at ROBINSON PIANO CO., open from Noon, To-day.

ARTHUR CHAPMAN, Business Manager.
Hongkong, 13th April, 1905. [468]

NOTICE

THE HONGKONG SCHOOLS' SPORTS will be held at the Race Course, Happy Valley, on MONDAY, April 17th.

Heats to be run off on SATURDAY, April 15th.

R. J. BIRNBECK, Hon. Secretary.

Hongkong, 13th April, 1905. [469]

FOR SALE.

ONE 21-foot TRUSTCOTT MOTOR BOAT, handomely finished, fitted with Cushions, Awning, &c. A brand new 38 Horse Power Motor never been used for more than test trials, everything in excellent condition, speed 9 miles.

Apply to—

ORIENTAL CONSTRUCTION CO., Alexandria Buildings.

Hongkong, 13th April, 1905. [469]

GENT requires BOARD AND LODGING in KOWLOON, please state Terms and Particulars, to

"A. B.,"

C/o Hongkong Telegraph.

Hongkong, 13th April, 1905. [470]

THE DAIRY FARM CO., LIMITED.

FROZEN PRODUCE.

QUAIL 20 Cents Each.

SNIPES 25 " "

PARTRIDGES 75 " "

TEAL 45 " "

PHEASANTS \$2.00 a Brace.

SHEEP TONGUES 20 Cents Each.

SHEEP KIDNEYS 5 " "

PRIME YORKSHIRE

HAMS 70 Cents per lb.

Hongkong, 13th April, 1905. [45]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"CATHERINE APCAR,"

Captain A. Stewart, will be despatched for the above Ports, on TUESDAY, the 18th instant, at 3 P.M.

For Freight or Passage, apply to

DAVID SASSOON & Co., LIMITED, Agents.

Hongkong, 13th April, 1905. [457]

Intimation.



THE POPULAR SCOTCH

IS "BLACK & WHITE"



JAMES BUCHANAN & CO.

HONGKONG METEOROLOGICAL SIGNALS.

A NEW CODE.

We have received from the Hongkong Observatory a new code of meteorological signals which comes into force at Hongkong on New Year's Day. They are the same as those at present in use at Shanghai, and will be hoisted on the mast beside the time-ball at Kowloon Point for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected. The signals are as follows:—

A cone point upwards indicates a typhoon to the North of the Colony.

A cone point upwards and drum below indicates a typhoon to the North-East of the Colony.

A drum indicates a typhoon to the East of the Colony.

A cone point downwards and drum below indicates a typhoon to the South-East of the Colony.

A cone point downwards indicates a typhoon to the South of the Colony.

A cone point downwards and ball below indicates a typhoon to the South-West of the Colony.

A ball indicates a typhoon to the West of the Colony.

A cone point upwards and ball below indicates a typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

NIGHT SIGNALS.

Two lanterns hoisted vertically indicate bad weather in the Colony and that the wind is expected to veer.

Two lanterns hoisted horizontally indicate bad weather in the Colony and that the wind is expected to back.

The signals are repeated on the flagstaff of the Godown Company at Kowloon, and also, by day only, at the Harbour Office and on M's Receiving Ship.

LOCAL STORM-WARNINGS.

The Colony itself is warned of approaching typhoons by means of the Typhoon Gun placed at the foot of the mast, which is fired whenever a strong gale of wind is expected to blow here.

NOTICE BOARDS.

Notice boards are placed at—
Joint Cable Companies' Office.
Ferry Company's Pier, Ice House Street.
Blake Pier.
Post Office.
Harbour Office.
Ferry Company's Pier, Kowloon.

WEATHER-FORECASTS and STORM-WARNINGS are exhibited on the above boards daily about 11 a.m., and also at other hours, day or night, whenever necessary. Information of importance is also issued by "Express."

THE CHINA COAST METEOROLOGICAL REGISTER is exhibited at the same places daily about noon. It contains observations made at Hongkong and at a number of stations in the Far East, together with Remarks, Weather-forecasts, and information regarding the existence and movements of typhoons based thereon.

SPECIAL INQUIRIES.

Masters of vessels or their agents may, whenever necessary, call at the Telegraph Company's Office in Connaught Road and send telegrams to the Observatory asking for special information, without charge. Such inquiries may also be sent from the Police Station at Kowloon Point which is connected with the Observatory by telephone.

THE LAW OF STORMS.

Further information concerning the weather to be expected while signals are hoisted, and sailing directions, are given in "The Law of Storms in the Eastern Seas."

F. G. FICO,
Acting Director.

Hongkong, Observatory, 1st January, 1904.

SHIPPING.

Hogue, Br. cruiser, 12,000, Shortland 12th April, from Wei-hai-wei.
Jacob, Diederichsen, Ger. s.s., 1,623, B. Olsen, 12th April, Pakhoi and Hoibow 11th April, Gen.—J. & Co.
Pollux, Nor. s.s., 770, C. Svendsen, 13th April, Rajahmundry, Timber—Order.
Glencoe, Br. s.s., 2,083, J. Rafferty, 13th April, Karatsu 7th April, Gen.—McC. Bro. & Gow.
Haugstang, Br. s.s., 1,356, Wilde 11th April, Shanghai and Swatow 8th April, Gen.—J. & Co.
Tremont, Am. s.s., 4,195, Thos. W. Garlick, 13th April, Tacoma via Ports 11th Mar, Gen.—D. & Co., Ltd.
Woolung, Br. s.s., 1,100, Dawson, 13th April, Canton 12th April, Gen.—B. & S.
Eiger, Nor. s.s., 876, Rufen, 13th April, Canton 13th April, Gen.—S. & Co.
Preussen, Ger. s.s., 3,278, R. Dahl, 13th April, Bremen and Man, and Singapore 7th April, Gen.—S. & Co.
Promise, Nor. s.s., 714, E. Thorstensen, 13th April, Bangkok 5th April, Rice—Chineso.

Clearances at the Harbour Office.

Haining, for Shaw-ut-sung.
Paul Beau, for Canton.
Haugstang, for Canton.
Elizabeth Rickmers, for Amoy.
Brazil, for Moji.
Yuenfong, for Amoy.
Shawmut, for Shanghai.
Kwongtung, for Canton.
Attaka, for Canton.

Departures.

April 13.
Manila, for Singapore.
Shawmut, for Tacoma.
Triumph, for Swatow.
Slam, for Yokohama.
Karon, for Sasebo.
Brazil, for Moji.
Elizabeth Rickmers, for Amoy.
Yuenfong, for Manila.
Capri, for Bombay.
Germania, for Haiphong.

Per Hongkong, from Shanghai, &c.—Messrs. T. Green, J. P. Hamilton, P. J. Howell, Rev. R. C. Kaster, and 221 Chinese.
Per Preussen, from Southampton to Hongkong from Southampton—Messrs. A. Macgowan, C. Lindberg, Mrs. Burn, and Mrs. M. Sexton. From Hamburg—Messrs. M. Schellack, from Genoa—Messrs. F. C. Herb Paul Lucker, F. Duse, H. Dussauer and Takenaka Sigvort. From Port Said—Mrs. Mackay and children. From Colombo—Dr. McKibsky, Dr. Chalmers, Col. Hon. L. P. Dawney, Mr. Allan Dawney, Miss Edith Hancock, and 4 Chinese. From Penang—Mr. Cheang Kiang Thong, L. W. Weaver, A. R. Messrs. A. C. Gnosco, L. W. Weaver, A. R. Luck, Liu Kok Keng, Chus Giang Wee, K. Anderson, Mrs. Grant Messrs. Ho King, Kit Hong, Capt. Luppi, Messrs. H. Trankwein, Wong T. Chang and Lok Hock Chow.

Passengers departed.

Per Prinz Waldemar, from Hongkong for Kobe—Messrs. M. B. Mehta and Kalam. For Yokohama—Capt. P. W. North.
Per Prinz Heinrich, from Hongkong for Bremen, &c.—Mr. J. Adachi, Mr. and Mrs. Aiken and children, Miss Aki, Messrs. A. Allan, W. Allan, V. V. Ambler, Miss M. Anderson, Messrs. M. Antonick, J. Ashmore, Mrs. Mrs. Auer and children, Mr. R. Barclay, Mrs. D. Beckett, Messrs. F. G. Behner, F. Biberle, V. Birenstihl, P. Bonais, Miss M. Brinster, Geo. E. Brown, Miss F. C. Buffington, Mrs. J. L. Burt and children, Mrs. and Miss von Calowitz-Hartitzsch, Mr. D. Chalmers, Mr. and Mrs. Clarke and children, Mr. C. Clasing, Mr. and Mrs. D. W. Crawford, child and servant, Misses A. Crocker, Davies, R. Dobson, Dowbiggin, Mr. V. Engstöm, Mrs. Farel and children, Mrs. A. E. Field, Messrs. M. Folger, M. J. Gambill, J. Gardne, V. V. Genouillon, Mrs. E. Ghisi, children and servant, Mr. and Mrs. S. Gibbons, Messrs. J. Gilmour, Glasford, V. Goddard, Capt. Grassi, Mrs. P. Grevedon and children, Mr. Grottenier, Mrs. Hamilton, Messrs. P. Hastings, Heckenrath, Mr. and Mrs. Heinemann, Mr. Heinrich, Mr. and Mrs. Holiday, Mr. B. Horrich, Miss Hughan, Messrs. T. Ikeda, Jensen, and J. Jensen, Misses Maude Johnson and Johnson, Mrs. Karkusch, Messrs. L. P. Karsten, C. E. W. Kammerer, W. E. Kelly, I. E. Kemp, and A. Klemme, Mrs. Khimera and child, Messrs. A. Kleintischen, M. Klinck, E. C. Koller, K. Krubbe, L. Lammie, C. Lasser, Lahn and Laban, Mrs. and Miss van Leeuwen, Mrs. Lee Messrs. Lieb, M. Lippnoff, H. Linckens, McNab, McGowan, J. L. McMillan, and McDonald, Miss A. Magoon, and E. Manning, Messrs. B. Marquardt, A. F. Marshall, Melk, and A. Melzer, Mr. and Mrs. Miesegans and children, Mr. and Mrs. Dr. Milles and children and servant, Mrs. L. Mitzkovitch, Mr. Th. Moral, Miss Nobuy, Messrs. A. Ostensh, G. Otomura, and Paetz, Mr. and Mrs. L. P. Peel and children, Messrs. W. H. Penny, and A. A. Perrone, Mrs. E. Petrovskaya, Mr. S. Plotenbauer, Miss Piclet, Mr. D. Rheders, Rev. Royffer, Mrs. von Reincken, Mr. G. Richards, Mr. and Mrs. C. Ritter, Messrs. Robert, G. Rushton, A. Sager, and W. Schuchner, Mrs. H. J. Sharples and child, Rev. and Mrs. Southam, Messrs. Spemann, and S. Spooner, Mr. S. Spooner, Messrs. E. Steiger and Geo. Stennenberg, Mr. M. Stone, Mr. G. Strehl, Mr. and Mrs. Sutherland, Messrs. T. Tawara, H. Tokioka, E. L. Torrit, Mr. and Mrs. de la Touche, children and servant, Mr. and Mrs. A. B. Todd, Mr. Tulleners, Dr. Umano, Mr. and Mrs. Venning, Messrs. Villa, W. D. Virk, E. Vogel, H. Waage, E. Watson, P. Weandorff, Mr. and Mrs. Westenholt, Miss White, Sir H. Wilkinson, Mr. F. Wischer, Miss Wong, Messrs. A. Wilker, A. Yamashita and G. Ziegler.

Shipping Report.

Str. Glensk from Karatsu—Light variable wind, overcast, with fog and rain.

Str. Hangsang from Shanghai—There to Swatow light to moderate variable winds, and fine weather, thence to port light Ely winds, and fog, with thunder, lightning, and heavy rains.

Vessels in Port.

Arratoon Apar, Br. s.s., 2,931, E. Fey, 10th April, Calcutta via Penang and Singapore 4th April, Gen.—D. S. & Co., Ltd.
Bangkok, Ger. s.s., 1,437, F. Burch, 8th April, Bangkok 31st Mar, Gen.—M. & Co.
Carl Diederichsen, Ger. s.s., 774, H. Schatzler, 11th April, Haiphong 8th April, Gen.—J. & Co.
Catherine Apar, Br. s.s., 1,750, A. Stewart, 10th April, Calcutta 4th Mar, Penang 31st, and Singapore 4th April, Gen.—D. S. & Co., Ltd.
Empress of India, Br. s.s., 3,032, O. P. Marshall, s.s., 11th April, Vancouver, (B.C.) 20th Mar, and Shanghai 8th April, Malls and Gen.—O. P. R. Co.
Buxton, Lady H. and Mrs. Mackay Brown, Geo. Carrick, Mr. and Mrs. Stevenson, Lt. Comdr. A. F. Dingman, Mr. and Mrs. Toke, Capt. and Mrs. Lewis Watson, Mr. and Mrs. W. H. Heriot, R.N.L.I., Capt.

Foo Shing, Br. s.s., 1,423, T. Arthur, 12th April, Samarang 3rd April, Sugar and Cotton—J. M. & Co.
Germania, Ger. s.s., 1,000, H. Flügel, 26th Mar, Sydney via Marshall and Marianne Island 9th Feb, Copra—S. & Co.
Lennox, Br. s.s., 2,361, F. McNair, 4th April, Karasu (Japan) 31st Mar, Coal—D. & Co., Ltd.
Loyal, Ger. s.s., 1,582, L. Lorenzen, 6th April, Sourabaya via Labuan 21st Mar, Sugar and Gen.—S. W. & Co.
Nicomedia, Ger. s.s., 4,370, A. Wagner, 7th April, Portland, Or. via Japan Ports and Moji 1st April, Gen.—P. & A. S. Co.
Rajaburi, Ger. s.s., 1,180, G. Wendt, 9th April, Bangkok 31st Mar, Gen.—B. & S. Siberia, Am. s.s., 3,615, J. T. Smith, 10th April, San Francisco 3rd Mar, and Manila 8th April, Malls and Gen.—P. M. S. Co.
Singora, Ger. s.s., 1,754, P. Hermeling, 11th April, Bangkok 3rd April, Rice—M. & Co.
Tartar, Br. s.s., 2,768, E. Beetham, R.N.A., 5th April, Vancouver 7th Mar, and Shanghai and April, Gen.—C. P. R. Co.
Tjilatjap, Dtd. s.s., 5,000, H. Koops, 9th April, Macassar 2nd April, Gen.—J. C. J. L. Venus, Am. s.s., 608, A. Araluce, 10th April, Manila via Iloilo 6th April, Gen.—Barretto & Co.
Wongkok, Ger. s.s., 1,115, W. Reher, 11th April, Bangkok 4th April, Rice—B. & S. Zafro, Br. s.s., 1,611, R. Rodger, 10th April, Manila 8th April, Gen.—S. T. & Co.

SAILING VESSELS.

A. G. Ropes, Am. ship, 2,302, D. H. Riners, 16th Mar, Philadelphia 16th Oct, 1904, Case Oil—S. O. Co.
Forrest Hall, Br. ship, 1,991, P. A. Logan, 14th Jan, New York 7th April, 1904, Petroleum—S. O. Co.
S. P. Hitchcock, Am. ship, 2,085, E. V. Gates, 22nd Mar, from New York, Oil and Wax—S. O. Co.

Steamers Expected.

Vessels	From	Agents	Due
Empire	Manila	G. L. & Co	April 14
Poon	Singapore	P. & O.	April 15
Barotse	Singapore	N. Y. K.	April 16
Fonkin	Japan	M. M.	April 17
Namsing	Singapore	J. M. & Co	April 17
Dumbea	Singapore	M. M.	April 18
Mongolia	Portland	P. & A.	April 18
Tijpania	Kobe	C. J. J. L.	April 18
Tydeus	Japan	B. & S.	April 23
Claverburn	New York	S. T. & Co	April 23
Emp. of Japan	Vancouver	C. P. R. Co	May 1
Arabia	Portland	P. & A.	May 3

VISITORS AT THE HOTELS.

HONGKONG.
Aiken, Mrs. Kirby-Smith, Mrs. R. Baker, G. P. M. and infant. Benedict, G. S. Bingham, M. & Mrs. Le Fan, Mr. and Mrs. T. E. and child. Birchbeck, R. J. Bistell, W. S. Binney, S. Blair, D. K. Blackyndon, Mr. and Mrs. J. B. Bogan, Mr. and Mrs. F. W. Bonar, J. H. Bonner, E. A. Bonnet, F. Bonnet, M. Bornaud, M. Boraet, G. Borthwick, Mrs. R. W. Borthwick, Mrs. R. W. Bouth, F. Bouth, F. G. Bowie, Mr. and Mrs. G. S. Broughall, L. Buck, Hart. Bray, Countand Countess. Bryant, Mr. and Mrs. Peterken, E. R. C. Clark, Hon. Dr. Francis Clark, T. Clark, W. G. Clarke, Mr. and Mrs. A. A. Cunningham, G. Daland, W. P. Davies, Mr. and Mrs. L. P. Davies, Mrs. J. P. Deacon, F. B. Denny, The Hon. Mrs. Denny, A. N. Douglas, Capt. & Mrs. J. Downing, Mr. and Mrs. T. C. Easton, W. Edwards, G. H. Emerson, A. Felous, C. P. Fisher, H. G. Gavin, D. Glover, C. Grant, A. W. Gray, H. C. Great, T. Hall, Capt. T. Hamilton, J. Hankohl, C. H. Hanton, J. Harding, R. Hardy, Mrs. C. S. Hart, J. F. Hayes, Miss E. L. Hergreaves, Miss Hoffman, A. Hurst, A. N. Engineer. Innes, Capt. R. Jones, G. Kemp, H. T. Knowles, J. T. Occidental.
Andrews, Mrs. and Mrs. J. C. and daughter. Chandler, Lieut. Fisher, Mr. family. Gannell, Mrs. H. J. Gerard, Capt. J. C. Hollen, Dr. d. Hollinger, Dr. Hurly, Major M. R. Kent, Dr. F. Kerchoven, Mrs. and daughter. Krubbe, Capt. Kill, Mr. Krubbe, Capt. Lossner, Mr. and Mrs. Winter, J. E. Kowloon.
Buxton, Lady H. and Mrs. Mackay Brown, Geo. Carrick, Mr. and Mrs. Stevenson, Lt. Comdr. A. F. Dingman, Mr. and Mrs. Toke, Capt. and Mrs. Lewis Watson, Mr. and Mrs. W. H. Heriot, R.N.L.I., Capt.

CHAOTIKURUM.
Burnett, H. J. O. Smith, Mr. and Mrs. Grant.
Franklin, G. Southern, Mr. and Mrs. and child.
Morrell, G. E. Smith, H. Percy.
Nicholls, E. A. Webb, Mr. and Mrs. Montague.
Riadore, R. M. Lieut. Woodward, Mr. and Mrs. and children.
Smith, E. Grant.

PEAK.
Aucott, E. F. Louder, Mr. Atkinson, R. D. Martin, R. Beattie, J. M. Moxon, Mr. and Mrs. Beattie, M. P. Herbert.
Bentwick, Capt. and Mrs. Oliver, Mr. and Mrs. B. F. F. V. and children.
Chichester, Major and Mrs. O'Neil, J. I. Hough.
Mrs. A. A. Parker, Major and Mrs. A. R. Parker, Mrs. Courtney, G. Parry, Major.
Dymock, Lieut. A. Paxton, Capt. H. W. Phillips, Major.
Gales, Capt. Pollock, K. C. Mr. Rymer, Mr. and Mrs. Grine, Dr. and Mrs. Snelair, A. Smith, C. W. Smith, A. Findlay.
Harker, B. Brotherton, Hassan, Mr. and Mrs. Smith, Mr. and Mrs. Haynes, Col. Spalckhaver, W. O. C. Hazeland, F. A. Steen, Mr. Helgaud, A. Hett, Mr. and Mrs. Story, Mr. F. Taget.
Holborow, Mr. Uffel, W. von.
Hudig, D. Vandin, Gordon.
Jeffries, H. U. Watkins, R. E. Capt. Joseph, Mr. and Mrs. Josling, Major C. L. and Mrs. Kaye, Major and Mrs. White, Dr. and Mrs. Lang, Mr. M. J.

Post Office.

A Mail will close for:—
Canton—Per Honam, 14th April, 7.30 A.M.
Macao—Per Wingchat, 14th April, 7.30 A.M.
Bangkok—Per Bangkok, 14th April, 9 A.M.
Manila—Per Venus, 14th April, 10 A.M.
Shanghai and Moji—Per Arratoon Apar, 14th April, 10 A.M.
Yap, Salpan, Ruk, Ponape, Kusaie, Jaluit, Butaritari, Ocean Island, Nauru and Sydney—Per Germania, 14th April, 11 A.M.
Manila—Per Tremont, 14th April, 3 P.M.
Shanghai—Per Woonang, 14th April, 3 P.M.
Shanghai, Moji, Kobe and Yokohama—Per Tjilatjap, 14th April, 3 P.M.
Moji, Kobe, Yokohama and Portland, Or.—Per Nicomedia, 14th April, 3 P.M.
Canton—Per Poon, 14th April, 5 P.M.
Macao—Per Wingchat, 14th April, 7.30 A.M.
Manila—Per Zafro, 15th April, 9 A.M.

Mails for Canton, Samshui, Wuchow and Macao will be closed on week days at 7.30 every morning. On Sundays the mail for Macao will be closed at 8 a.m., and that for Canton at 9 a.m.

Mails for Nantao, Sanbue, Kongmoon, Kunchuk, Samshui, Wuchow and Canton every evening at 5 p.m. On Sundays the mails will be closed at 9 a.m.

No mail will be closed for Canton on Saturday evening.

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

NAME	CLASS	TONS	GUNS	I.H.P.	CAPTAIN	LAST REPORTED AT
Alacrity	despatch-vessel	1,700	4	3,000	Commander Harbord	Hongkong
Albion	battleship, 1st class	12,950	16	13,500	Captain Sydney R. Fremantle	Hongkong
Andromeda	cruiser, 1st class	11,000	16	16,500	Captain R. Nelson O'Malley	Hongkong
Astraea	cruiser, 2nd class	4,360	10	7,000	Captain Lionel G. Tufnell	Yangtze
Bonaventure	cruiser, 2nd class	4,360	10	7,000	Captain H. H. Torlesse	En route from Esquimaux
Centurion	battleship, 1st class	10,500	14	13,000	Captain Fegan	Hongkong
Cherub	water tank and tug	390	—	300		Hongkong
Diadem	cruiser, 1st class	11,000	16	16,500		En route to relieve Amphitrite
Fame	torpedo boat destroyer	306	6	5,700	Lieut. Commander Stevenson	Hongkong
Glory	battleship, 1st class	12,950	16	13,500	Captain Hon. Stopford	Hongkong
Handy	torpedo boat destroyer	275	6	4,000	Reserve	Hongkong
Hart	torpedo boat destroyer	275	6	4,000	Lieut. Commander Richards	Hongkong
Hecla	special service torpedo-vessel	6,400	—	2,400	Captain E. F. B. Charlton	En route from England
Hogue	cruiser, 1st class	12,000	14	21,000	Captain Shortland	Hongkong
Humber	storeship	1,640	—	800	Lieut. P. M. Riadore	En route Singapore
Impregia	cruiser, 2nd class	3,600	8	7,000	Captain William B. Fawcner	Hongkong
Janus	torpedo boat destroyer	280	6	5,900	Reserve	Hongkong
Kinsale	river gunboat	85	4	1,200	Lieut. Commander E. V. F. R. Dagmont	Yangtze
Moorehead	river gunboat	180	2	800	Lieut. Commander F. B. Noble	East River
Ocean	battleship, 1st class	12,950	16	13,500	Captain T. G. Greet	Hongkong
Otter	torpedo boat destroyer	350	6	6,300	Reserve	En route Singapore
Rambler	surveying-vessel	835	6	650	Commander C. E. Moore	West River
Robin	river gunboat	85	2	240	Lieut. Commander Robert E. Vaughan	West River
Sandpiper	river gunboat	85	2	240	Captain C. H. H. Moore	Shanghai
Sirius	cruiser, 2nd class	3,600	8	7,000	Lieut. Commander Davidson	Yangtze
Snipe	river gunboat	85	2	240	Reserve	Hongkong
Taku	torpedo boat destroyer	280	6	5,900	Captain W. L. Grant	En route Singapore
Sutlej	cruiser, 1st class	12,000	14	21,000	Commander Dicken	Hongkong
Tamar	receiving ship	4,500	—	800	Lieut. Commander E. Secretan	Yangtze
Teal	river gunboat	180	2	800	Captain J. A. C. Wilkinson	Singapore
Thetis	cruiser, 2nd class	3,600	8	9,000	Captain Leslie Stuart, C.M.G.	On way to Colombo
Vengeance	battleship, 1st class	12,950	16	13,500	Lieut. Commander Gregory	Hongkong
Virago	torpedo boat destroyer	355	6	6,300	Commander R. W. Glennie	Hongkong
Waterwitch	surveying ship	620	4	450	Lieut. Commander C. E. L. Thomas	Hongkong
Whiting	torpedo boat destroyer	360	6	5,900	Lieut. Commander Hugh Somerville	Yangtze
Woodcock	river gunboat	150	2	550	Lieut. Commander J. F. Knox	Yangtze
Woodlark	river gunboat	150	2	550		

* Flag of Admiral Sir Gerard U. Noel, Commander-in-Chief.

* Flag of Rear-Admiral the Hon A. G. Curzon-Howe, C.B., C.M.G.

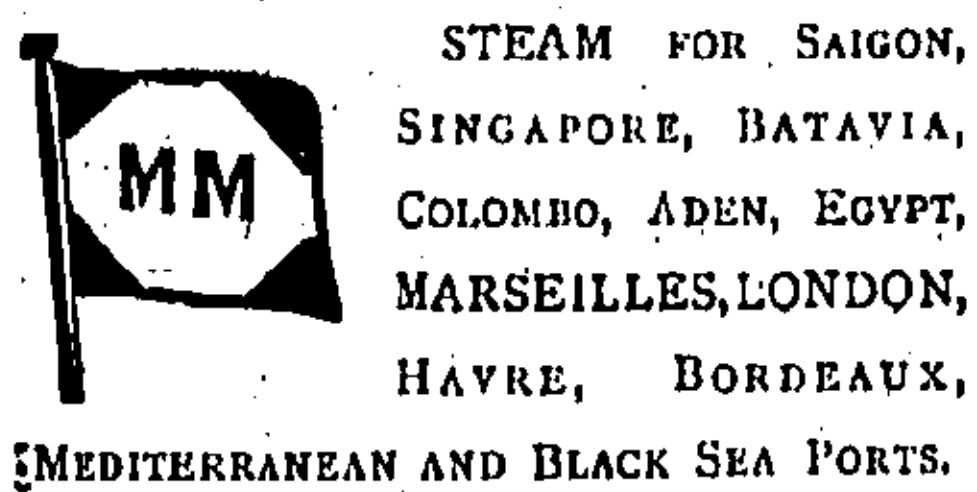
FRENCH MEN-OF-WAR ON THE CHINA STATION.

* Flag of Admiral Sir Gerard U. Noel Commander-in-Chief.
 * Flag of Rear-Admiral the Hon A. G. Curzon-Howe, C.B., C.M.G.

FRENCH MEN-OF-WAR ON THE CHINA STATION.

NAME.	FLAG AND DESCRIPTION.	TONS.	GUNS.	H. P.	COMMANDING OFFICERS.	LAST REPORTED AT
Achéron	armoured gunboat	1,796	10	1,700	Lieut. Ferret	Saigon
Argus	river gunboat	123	—	500	Lieut. Jannet	Canton
Avalanche	river gunboat	140	5	150	—	Haiphong
Balonnelle	river gunboat	—	—	150	—	Saigon
Carondelet	river gunboat	—	—	150	Lieut. Hue... ..	Saigon
Casse-tête	river gunboat	140	5	150	—	Saigon
Comète	gunboat	535	4	438	Lieut. Mervillieux du Vignaux	Gulf of Siam
D'Assas	armoured cruiser	4,000	31	9,500	Captain Allaire... ..	Bale d'Along
Décidé	gunboat	645	10	1,000	Lieutenant L'Eost	Bale d'Along
Décidé	cruiser... ..	3,935	14	5,500	Commander Amet	Saigon
Descartes	river gunboat	303	—	—	Lieut. Mére	Haiphong
Estoc	river gunboat	303	—	6,300	Lieut. Cotonj	Haiphong
Francisque... ..	destroyer	350	—	303	Lieut. Jehenne... ..	Haiphong
Fronde	protected cruiser	—	—	—	—	Saigon
Guichené	armoured cruiser	9,376	7	20,200	Capt. Ridoux	Bale d'Along
Gueydon	river gunboat	—	—	—	Lieut. Portier	Haiphong
Henri Rivière	river gunboat	200	6	308	Lieut. Corlier	Haiphong
Jacquin	destroyer	307	—	300	Commander Sagot-Duvauxaux	Haiphong
Javeline	cruiser... ..	1,250	7	2,200	Commander Simon	Chemulpo & Sh
Kersaint	sub-marine... ..	—	—	—	Armbruster	Saigon
Lynx	armoured cruiser	9,700	12	19,500	Capt. Duval	Bale d'Along
Montcalm	destroyer	307	7	6,500	Lieut. Prat	Saigon
Mousquet	river gunboat	—	—	—	Lieut. Grellier	Obungking
Olyx	gunboat	—	—	—	Lieut. Lavislière	Tongku
Peiho	destroyer	307	7	6,300	Lieut. de Reinsch-Werth	Saigon
Pistolet	sub-marine	—	—	—	Lieut. Glorieux	Saigon
Protée	battleship, reserve	9,437	8	6,071	Commodore C. P. M. Poidioté	Saigon
Redoutable	destroyer	—	—	—	Lieut. Laball	Haiphong
Sabre	armoured gunboat	1,796	10	1,700	Capt. Dupriez	Saigon
Styx	armoured cruiser	10,014	38	20,000	Capt. Guilbeteau	Bale d'Along
Sully	gunboat	620	2	900	Lieut. Roque	Bale d'Along
Surprise	river gunboat	—	—	—	—	Upper Yangtze
Takiang	destroyer	250	6	—	Capt. Terquem... ..	Saigon
Takou... ..	battleship, reserve	6,150	23	4,560	—	Saigon
Vanban	river gunboat	133	7	500	Lieut. Brugnon	Canton
Vigilante	—	—	—	—	—	—

Mails.

MESSAGERIES
MARITIMES
FRENCH MAIL STEAMERS.

MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "TONKIN."

Captain Charbonnel, will be despatched for MARSEILLES on TUESDAY, the 18th April, at 1 P.M.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:—

S.S. ARMAND BELIC .. 2nd May.

S.S. DUMBEA.....16th May.

S.S. ERNEST SIMONS.....30th May.

G. DE CHAMPEAUX,

Agent.

Hongkong, 6th April, 1905.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN AND SOUTH AFRICAN PORTS.)

THE Steamship

"SIMLA".
Captain F. R. Summers, carrying His Majesty's
Mails, will be despatched from this for
BOMBAY, on SATURDAY, the 22nd
April, at Noon, taking Passengers and
Cargo for the above Ports in connection with
the Company's S.S. *Moldavia*, 9,500 tons, from
Colombo, Passengers' accommodation in which
vessel is secured before departure from Hong-
kong.

Silk and Valuables, all Cargo for France,
and Tea for London (under arrangement) will
be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London; other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. *Mace-
donia*, due in London on the 4th June.

Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

For further Particulars, apply to

L. S. LEWIS,

Acting Superintendent.

Hongkong, 8th April, 1905.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with

NORTHERN PACIFIC RAILWAY

COMPANY.

PROPOSED PASSENGERS FROM HONGKONG FOR

VICTORIA, B.C., AND TACOMA,

VIA

MOJI, KOBE AND YOKOHAMA.

Steamers	Tons	Captains	Sailing.
<i>Tremont</i>	9,606	T. W. Garlick.	At April 15
<i>Lyra</i>	4,417	G. V. Williams	" May 15
<i>Shawmut</i>	9,606	E. V. Roberts	" "

† Cargo only.

FOR MANILA.

The largest, steadiest, and most comfortable

steamer for Manila.

<i>Tremont</i>	9,606	F. W. Garlick.	At April 15
<i>Lyra</i>	4,417	G. V. Williams	" May 15

CHEAP FARES, EXCELLENT ACCOMMODATION,

ATTENDANCE AND CUISINE, ELECTRIC

LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. *Shawmut* and *Tremont*

are fitted with very superior accommodation for

first and second class passengers. The

large size of these vessels ensures steadiness

at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo

carried in cold storage.

For further Information, apply to

DODWELL & CO., LIMITED,

General Agents.

Queen's Buildings.

Hongkong, 13th April, 1905.

BOO CHEONG,

昌 寶

STATIONER AND PAPER MERCHANT,

No. 20, Pottinger Street.

Has always on hand all varieties of

Stationery, Printing and Note Papers,

Copying Presses, also Automatic Cyclostyle

and Eklans Duplicator.

Hongkong, 23rd February, 1905.

For Sale.

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

\$4.50 per Cask 37½ lbs. net ex Factory.

\$2.70 per Bag 250 lbs. net ex Factory.

SHEWAN, TOMES & Co.,

General Managers.

Hongkong, 7th March, 1905.

TUBORG BEER.

A FIRST CLASS PILSENER BEER
guaranteed free from Salicylic Acid,
and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts)
or 6 doz. pints.

Special Prices for Quantities.

Sole Agents:—

SIEMSEN & CO.

Hongkong, 10th January, 1905.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWEL-
LERS AND WATCHMAKERS.

KARTMAN'S

KODAKS and FILMS.

Sole Agents for "OMEGA" WATCHES.

"OMEGA" is the best, "THREE YEARS"

guaranteed given to every purchaser.

40, QUEEN'S ROAD,

Watson's Building.

51

FOR SALE.

INCANDESCENT

GASOLINE

LAMPS

OF ALL DESCRIPTIONS,
from the best makers.

INCANDESCENT

MANTLES,

CHIMNEYS,

GLOBES,

SHADES, &c.,

for
GASOLINE AND GAS

LAMPS

at the most moderate
prices.

Lamps fixed up for
Buyers free of charge.

Naphtha of the best
kind kept in stock.

TAI KWONG CO.

56, Lyndhurst Terrace.

Hongkong, 2nd May, 1904.

TSANG FOO & CO.,

COAL MERCHANTS AND STEVEDORES,

48, DES VŒUX ROAD.

SHIPS Coaled from alongside at the shortest

notice, and with all possible despatch.

Prices Moderate. Telephone No. 329.

Hongkong, 1st October, 1904.

To Let.

TO LET.

A BUILDING at CAUSEWAY BAY, at

present in occupation of the Steam

Laundry Co., Ltd.

No. 1, RIPON TERRACE.

FLATS in MORETON TERRACE, facing

Polo Ground.

OFFICES in course of erection, CON-

NAUGHT ROAD (near BLACK PIER).

GODOWNS: PRAYA EAST.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LD.

Hongkong, 30th March, 1905.

TO LET.

NO. 1, STEWART TERRACE,

THE PEAK.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LD.

Hongkong, 26th March, 1904.

FURNITURE WAREHOUSE.

LI KWONG LOONG,

李 廣 隆

CABINET-MAKER AND ART DECORATOR,

from Shanghai, has opened a

FURNITURE STORE

at

No. 45, DES VŒUX ROAD CENTRAL.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE

of every description can be made to

order in any design required.

Has been patronised by the Hongkong Club,

Hongkong Hotel, Messrs. A. S. Watson & Co.,

Ld., Joint Telegraphs Cos., and other leading

Establishments in the Colony, to whom refer-

ence may be made as to the Superior Work-

manship and Materials of the Furniture, &c.,

supplied.

Messrs. A. S. Watson & Co., Ltd. write as

follows:—

"We have pleasure in stating that Mr. LI

KWONG LOONG furnished the Annex to

our Dispensary and gave us every satisfac-

tion."

(Sd.) A. S. WATSON & Co., Ltd.

ORDERS punctually attended to, and

CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 6th December, 1904.

SHARE QUOTATIONS.

(Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given in "Commercial Intelligence," page 5.)

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP	POSITION AS PER LAST REPORT		LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT.			
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125.	\$1,000,000 \$8,000,000 \$250,000	\$1,493,408	Div. of £1.10/- and bonus of £1 @ ex- change 1/11 9/16=\$25.46 for second half-year 1904	5 1/2 %	\$780 sales London £80
National Bank of China, Limited	99,925	£7	£7	\$175,533 \$191,973	\$21,668	\$2 (London 3/6) for 1903	5 1/2 %	\$36 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,400,000 \$1,739	\$150,494	\$17 for 1903	6 1/2 %	\$285 buyers
China Traders' Insurance Company, Limited	74,000	\$83.33	\$25	\$950,000 \$151,992 \$362,366 \$371,445	Nil.	\$4 1/2 for year ended 30.4.1904	7 1/2 %	\$58 sales
North China Insurance Company, Limited	10,000	£15	£5	Tls. 800,000	Tls. 217,119	Final of 10/- making £1 for 1903	8 %	Tls. 95 sellers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,850,000 \$20,000 \$372,749 \$893,110 \$846,773 \$700,000 \$37,794	\$2,078,997	\$35 for 1903	5 %	\$700
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$1,000,000 \$37,794 \$1,000,000 \$125,675 \$1,561	\$486,284	\$12 and \$3 special dividend for 1903	9 1/2 %	\$155 buyers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000 \$125,675 \$1,561	\$329,047	\$6 dividend & \$1 bonus for 1903	8 1/2 %	\$86 sellers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,000,000 \$125,675 \$1,561	\$360,372	\$34 for 1903	11 %	\$307 1/2
SHIPPING, TUG AND CARGO BOATS.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$5,000	\$8,832	\$1 for 1904	5 %	\$21 sales
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$18,000 \$85,439 \$250,000 \$200,000 \$158,444	Nil.	\$2 for year ended 30.6.1904	5 1/2 %	\$35 sales
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$1,000,000 \$125,675 \$1,561	\$26,160	\$1 for second half-year 1904	9 1/2 %	\$26 1/2
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	£205,000 £100,000	£5,853	10/- for 1903 @ 1/10 5/16=\$5.378.....	4 1/2 %	\$121 buyers
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	Tls. 25,000 £40,000	Tls. 43,762	Tls. 2 1/2 final making Tls. 4 1/2 for 1904 ..	8 1/2 %	Tls. 53 buyers
Do. (Preference)	100,000	£1	£1	£20,000 £20,000	£8,852	Tls. 1 1/2 final making Tls. 3 1/2 for 1904 ..	7 1/2 %	Tls. 47 buyers
"Shell" Transport and Trading Company, Limited ..	10,000	\$10	\$10	\$10,000 \$10,000	\$1,287	Interim of 1/- (Coupon No. 5) for 1904 ..	5 %	21/- sales
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$10,000 \$10,000	\$1,287	\$1.80 & b. 40 cts for year ending 30.4.04	5 1/2 %	\$37 1/2 buyers
Straits Steamship Company, Limited	5,000	\$100	\$100	\$100,000 \$10,000 \$130,153	\$21,231	\$10 for 1904	8 %	\$125 sales
Taku Tug and Lighter Company, Limited	30,000	T.Tls. 50	T.Tls. 50	Tls. 126,000 Tls. 276,679	Tls. 6,190	Final of Tls. 1 1/2 making Tls. 3 1/2 for 1904 ..	10 1/2 %	Tls. 30 sellers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$50,000	\$2,812	Final of \$15 making \$20 for 1904	9 %	\$222
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	\$85,987	\$3 for 1897	4 1/2 %	\$22 sales
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,635	Tls. 2 1/2 for year ending 30.9.04	4 1/2 %	Tls. 55 buyers
MINING.								
Chinese Engineering and Mining Company, Ltd.	100,000	£1	£1	£40,000	£7,820	No. 3 of 1/6	5 1/2 %	Tls. 7 1/2 sales
Oriental Consolidated Mining Company, Limited	50,000	G. \$10	G. \$10	none	G. \$672,093	50 cents making G. \$1 for 1904	5 1/2 %	G. \$17 1/2 sales
Raub Australian Gold Mining Company, Limited	150,000	£1	£1	£4,873	Dr. £4,039	No. 12 of 1/-=48 cents	...	\$4 buyers
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	Fcs. 251,337 Fcs. 1,529,652	Fcs. 85,706	Final of Fcs. 25 making Fcs. 55 for 1903 ..	...	\$490
DOCKS, WHARVES & GODOWNS.								
Gen. Fenwick & Co., Limited	6,000	\$25	\$25	\$70,000 \$58,423 \$10,000 \$300,000 \$350,000	\$8,5			